

2003 HIGHWAY NEEDS REPORT

HIGHWAY PERFORMANCE MONITORING SYSTEM ANALYTICAL PROCESS -- 2002 DATA

DISTRICT 1 RURAL/URBAN

Prepared by:
Idaho Transportation Department
Division of Planning
January, 2003



DEFINITIONS OF TERMS USED IN THE ANNUAL REPORT OF THE HIGHWAY PERFORMANCE MONITORING SYSTEM – ANALYTICAL PROCESS

Prepared by the Planning Services Section
of the Idaho Transportation Department
January, 2003

DEFINITION OF TERMS

GLOSSARY OF TERMS FOR CURRENT CONDITION

ADT(Current): average daily traffic for most recent reported year.

ADT(Future): estimated 20-year future average daily traffic. Results obtained by using per-year growth percentages supplied by the Traffic Survey & Analysis Unit.

Average Number Of 5-Year Accidents: average annual accidents over a 5-year period as recorded on the Accident Records Database for the most recent reported year.

Crack Index: qualitative rating of the type and degree of pavement cracking determined from the yearly crack review conducted by the Pavement Management Engineer. The rating scale is from 0 (very poor) to 5 (very good).

Final Index: qualitative rating to rank pavements by a single index. It is the weighted average of the crack and roughness indices. The rating scale is from 0 (very poor) to 5 (very good).

Number Of Lanes: Existing number of through traffic lanes.

Pavement Improvement: the last recorded pavement improvement that occurred on this section (information provided by Idaho's Pavement Management System).

NW CONS/RCN FLX (New Construction or Reconstruction -- Flexible Pavement)

BIT SURF TRMNT (Bituminous Surface Treatment -- Nominal .8 in.)

PLNT MIX OVLAY (Plant Mix Overlay)

ROAD MIX OVLAY (Road Mix Overlay)

NW CONS/RCN CON (New Construction or Reconstruction -- Concrete Pavement)

BASE WRK & RESURF (Base Work and Resurface)

REHAB & RESURF (Rehabilitation and Resurface)

RESURFACE FLEX (Resurfacing Flexible Pavement)

MILL AND INLAY

RESURFACE CONC (Resurfacing Concrete Pavement)

PAVMT XTNG GRVL (Pavement on Existing Gravel)

MILL INLAY&OVER (Mill Inlay and Overlay)

PLANT MIX SEAL

OPN GRD FRX CRS (Open Graded Friction Course)

RUT FILLING &SS (Rut Filling -- Slurry Seals & Micro Surfacing)

GRD&JT SEAL CON (Grind and Joint Seal -- Concrete Pavement)

SLAB REPL CONC (Slab Replacement -- Concrete Pavement)

CRACK SLNG CONC (Crack Sealing Concrete)

REHAB CONCRETE (Concrete Rehab -- Grind, Seal Joints, Slab Replacement @2%)

HOT IN PL RECYC (Hot In-place Recycle)

COLD IN PL RECY (Cold In-place Recycle)

HOT IN PL W/OV (Hot In-place Recycle with Overlay)

COLD IN PL W/OV (Cold In-place Recycle with Overlay)
C.R.A.B.S. (Cement Recycled Asphalt Base Stabilization)
NO INFO-B+S < 7 (No Direct Info -- Base + Surface) < 7 in.)
NO INFO-B+S > 7 (No Direct Info -- Base + Surface) > 7 in.)
LEVELING COURSE

Pavement Improvement Year: the year the aforementioned improvement was completed.

Percent Trucks: peak percent trucks as a percentage of ADT prevalent on the section.

Railroad Crossings: Whether or not the highway section has railroad crossings.

Roughness Index: qualitative rating of the pavement roughness as measured by the Pavetech laser profiler. The rating scale is from 0 (very poor) to 5 (very good).

Seal Coat Year: the year of the last seal coat that occurred on the section.

Section Length: length in miles as calculated from the beginning to end of the section.

Shoulder Material Type: predominant type of shoulder as follows:

NONE
SURFACED WITH BITUMINOUS MATERIAL
SURFACED WITH PORTLAND CEMENT CONCRETE
SURFACED WITH TIED PORTLAND CEMENT CONCRETE
STABILIZED GRAVEL
COMBINATION: PART SURFACED AND EITHER GRAVEL OR EARTH
EARTH

Shoulder Width: width of the shoulder as measured from the edge of the fog line to the edge of the surfaced or gravel/earth shoulder; or in the absence of a fog line, the edge of a 12-foot lane to the edge of the surfaced or gravel/earth shoulder.

S/N or D: this is the Structure Number for asphalt pavement or the depth of the surface if concrete.

Structures: Whether or not the highway section has structures of at least 20 feet in length.

Surface Width: Width of the surfaced road excluding paved shoulders.

Surface Material Type: type of surface existing on the section as follows:

HIGH FLEX (PLANT MIX ASPHALT)
BITUMINOUS SURFACE TREATMENT
HIGH RIGID; PLAIN JOINTED
HIGH RIGID; REINFORCED JOINTED
HIGH RIGID; CONTINUOUSLY REINFORCED

Terrain Type (Rural report only): Type of terrain prevalent on the highway section. (Flat, Rolling, or Mountainous)

Type of Development (Rural report only): Describes the rural environment of the road. (Dense or Rural)

Urban Area (Urban report only): City in which section is located (population 1000 or greater).

Urban Location (Urban report only): Describes the urban environment of the roadway. (Central Bus. Dist, Fringe, Outlying Bus. Dist, Residential, Rural in Character)

Volume/Capacity Ratio: This is the volume/capacity ratio as calculated by the 1994 Highway Capacity Manual.

Widening Feasible?: is a description of how many lanes the road could be reasonably widened. In this consideration, the only things that make widening not feasible are things like businesses within a town or city or some major geographical obstruction such as a mountain or river.

GLOSSARY OF TERMS FOR HIGHWAY IMPROVEMENTS

Type Of Improvement: type of improvement determined by the Highway Performance Monitoring System-Analytical Process.

System Deficiencies: deficiencies identified by the Highway Performance Monitoring System-Analytical Process.

The model uses these deficiencies to determine type of improvement. The deficiencies that can trigger an improvement are as follow:

VOLUME/CAPACITY

NUMBER OF LANES

HORIZ ALIGNMENT

LANE WIDTH

SHOULDER WIDTH-R (right shoulder width)

SURFACE TYPE

SHOULDER TYPE

PSR < RESRF-PSR (pavement condition implies the need to resurface -- PSR in this case is Cracking Index)

VERT ALIGNMENT

PSR < RECON-PSR (pavement condition implies the need to reconstruct)

Year Of Improvement: year for the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Cost Of Improvement: cost of the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Access Control(Future): type of access control determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

Number Of Lanes(Future): number of lanes determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

GLOSSARY OF TERMS FOR HIGHWAY DEVELOPMENT PROGRAMMED PROJECTS

Cost Of Project: cost of the improvement determined by the Idaho Transportation Department Board.

Key Number: the programmed project's key number determined by Highway Programming Section.

Programmed Year: year for the improvement determined by the Idaho Transportation Department Board.

Project Milepoints: the extent of the programmed project. The project can extend into multiple analysis sections.

Type Of Improvement: type of improvement the programmed project is to perform.

RECONST/ALIGN (reconstruction and/or re-alignment)

3R (minor rehabilitation)

MJR WDN (major widening)

GRADE SEPARATION

MINOR WID/RESURF

PAVEMENT REHAB

RELOCATION

NEW RT (new route)

GLOSSARY OF TERMS FOR STRUCTURE IMPROVEMENTS

Bridge Key: a unique bridge identifier used by the Bridge Inspection Section to identify specific bridges.

Features: what the bridge spans.

Square Footage: the area of the current bridge deck.

Programmed Year: fiscal year for an already existing Idaho Transportation Department Board-Approved project.

Sufficiency Rating: the overall rating of the bridge's condition. Sufficiency ratings are measured from 0 (very poor) to 100 (excellent).

Weight Restriction: a bridge that is classified as red (posted), or yellow as defined by the route capacity map.

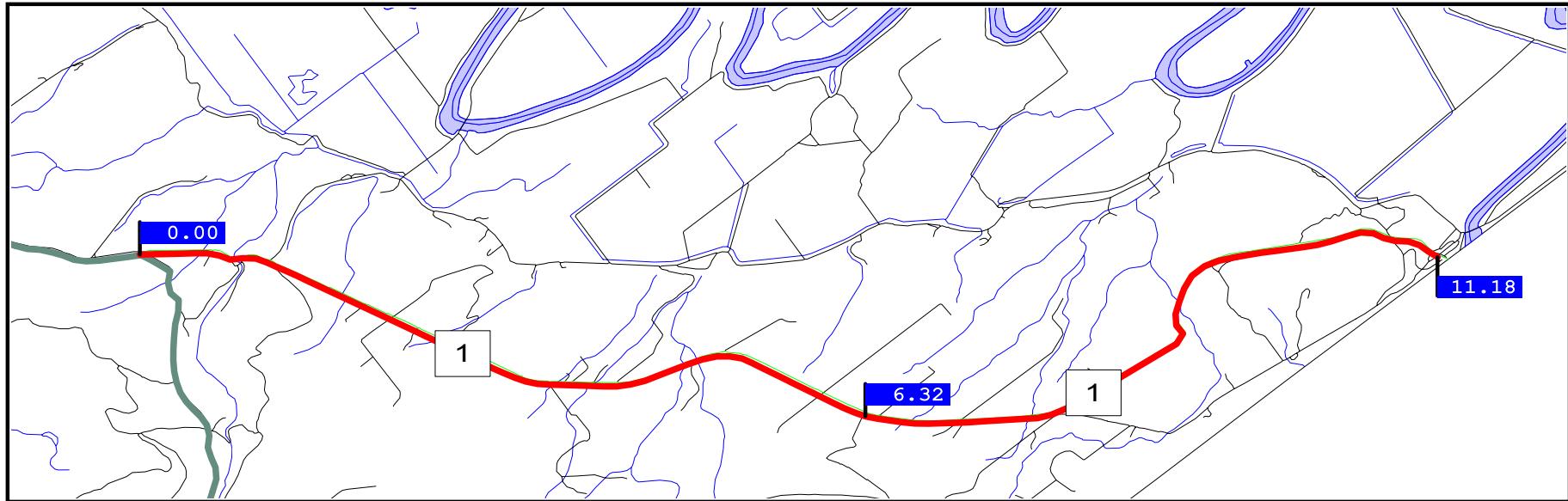
Width Restriction: a curb-to-curb width of 24 feet or less.

Height Restriction: a truss that has a vertical clearance of less than 16 feet.

Structurally Deficient: the deck superstructure or substructure is in poor condition.

Functionally Obsolete: the bridge is designed to standards that are now obsolete.

RURAL



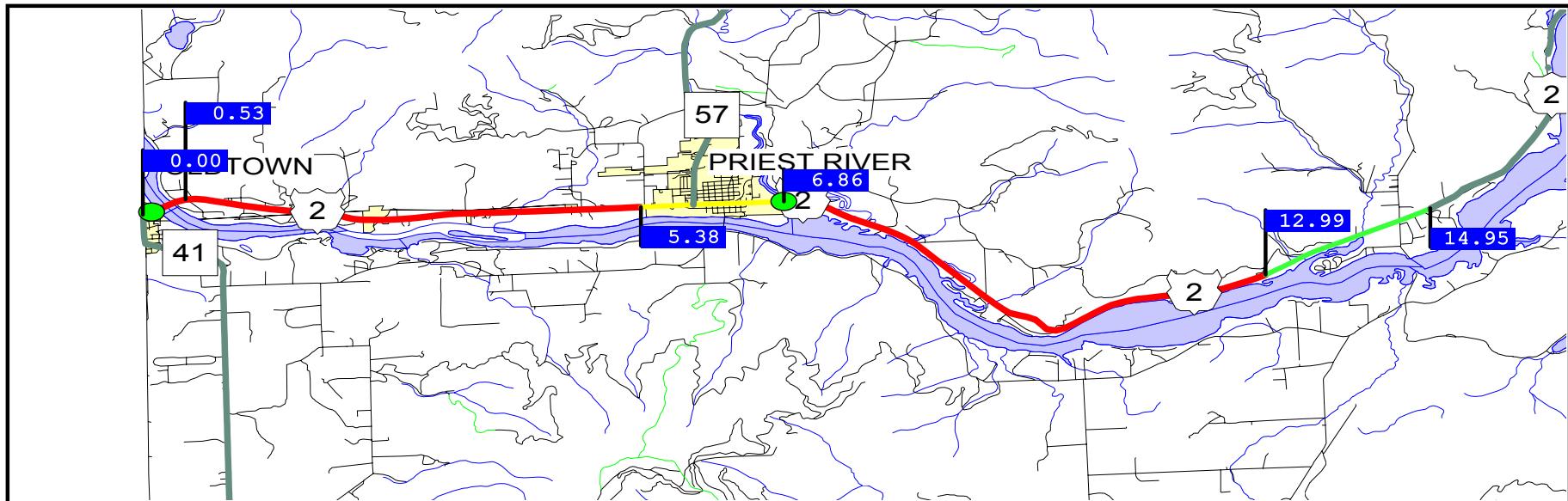
RURAL

MILEPOSTS	0.00 - 6.32	6.32 - 11.18
COUNTY	BOUNDARY	BOUNDARY
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	6.325	4.860
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	2	1
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	736	572
ADT (FUTURE) -- 20 YEAR	991	770
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1966	1966
SEAL COAT YEAR	1991	1991
S/N OR D	3.4	3.4
PERCENT TRUCKS--PEAK	9	9
V/C RATIO	0.05	0.05
CRACK/ROUGH/FINAL INDEX	3.0/3.0/3.0	2.5/2.9/2.7

HIGHWAY IMPROVEMENT #1

PAGE 2

TYPE OF IMPROVEMENT	RESURF W/SHLDR	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN	IMPROVE & ALIGN
SYSTEM DEFICIENCY:	2009	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	HORIZ ALIGNMENT
COST OF IMPROVEMENT	SHLD WIDTH-R	SHLD WIDTH-R
FOR ROW AND UTIL	\$240,000	\$185,000
FOR CONSTRUCTION	\$3,327,000	\$2,556,000
TOTAL	\$3,567,000	\$2,741,000
ACCESS CONTROL (FUTURE)	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2



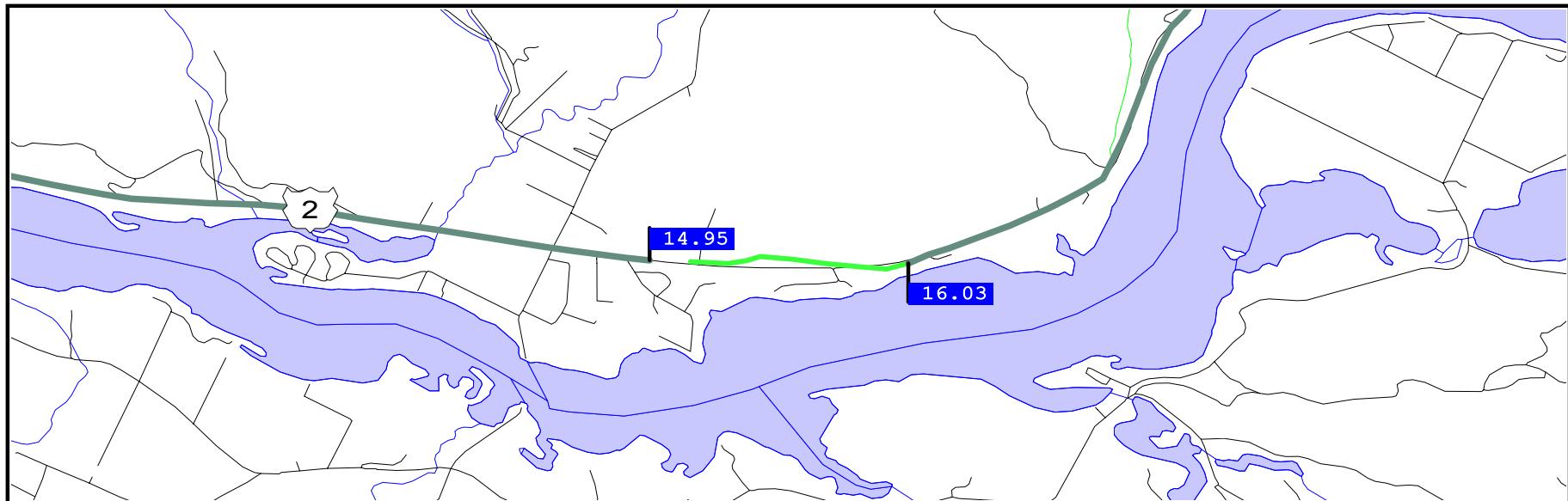
RURAL

	0.00 - 0.53 BONNER	0.53 - 5.38 BONNER	6.86 - 12.99 BONNER	12.99 - 14.95 BONNER
COUNTY	1	1	1	1
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FUNCTIONAL CLASS	NHS	NHS	NHS	NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO
RR-XINGS	YES	NO	NO	NO
STRUCTURES	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TERRAIN TYPE	RURAL	RURAL	RURAL	RURAL
TYPE OF DEVELOPMENT	0.527	4.848	6.127	1.962
SECTION LENGTH				
NUM OF LANES (EXISTING)	4	2	2	2
LANES				
WIDTH	48	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	0	5	5	5
MATERIAL TYPE	CURBED	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	9,441	7,998	4,096	3,892
ADT (FUTURE) -- 20 YEAR	13,649	11,608	6,039	5,749
ACCESS CONTROL (CURRENT)	NO CONTROL ONE LANE	NO CONTROL ONE LANE	PARTIAL CONTROL TWO LANES	PARTIAL CONTROL >= 3 LANES
WIDENING FEASIBLE?				
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1988	1957	1980	1995
SEAL COAT YEAR	2000	2000	2000	2000
S/N OR D	3.1	2.7	3.6	3.5
PERCENT TRUCKS--PEAK	5	6	11	11
V/C RATIO	0.18	0.41	0.23	0.22
CRACK/ROUGH/FINAL INDEX	4.5/2.5/3.6	5.0/3.3/4.2	3.5/3.2/3.4	5.0/3.4/4.2

HIGHWAY IMPROVEMENT #1

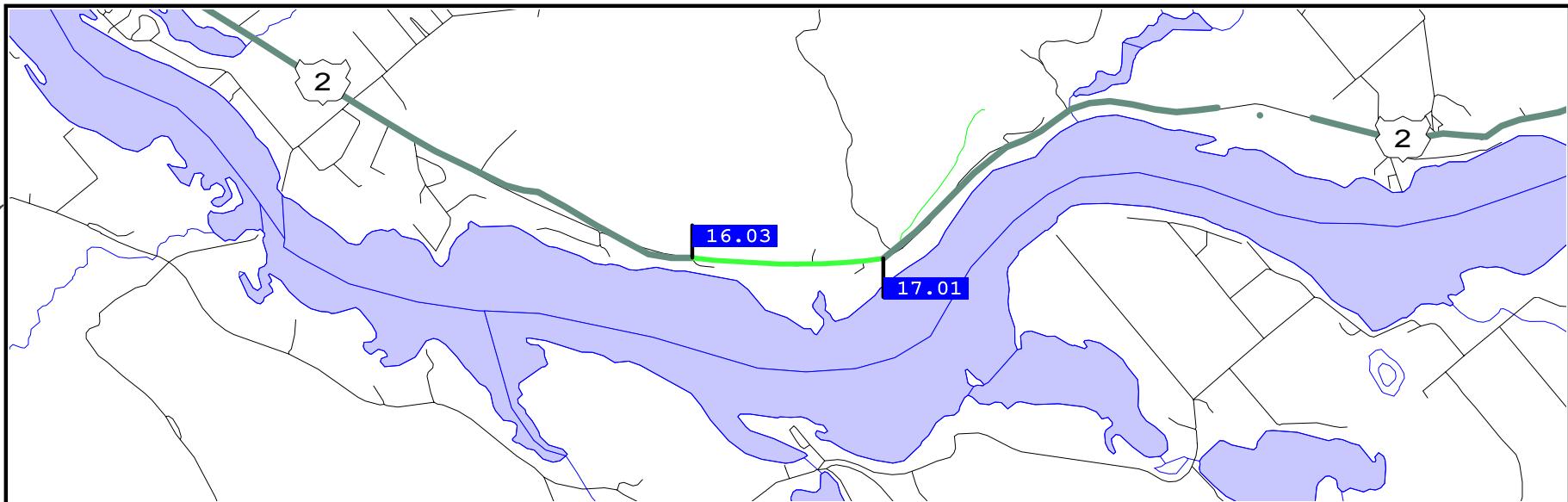
PAGE 4

TYPE OF IMPROVEMENT	RESURFACE WITH ALIGNMNT IMPROV	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2010	2011	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:			SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$53,000	\$48,000	\$319,000
FOR CONSTRUCTION	\$607,000	\$1,639,000	\$3,897,000
TOTAL	\$660,000	\$1,687,000	\$4,216,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	4	2	2



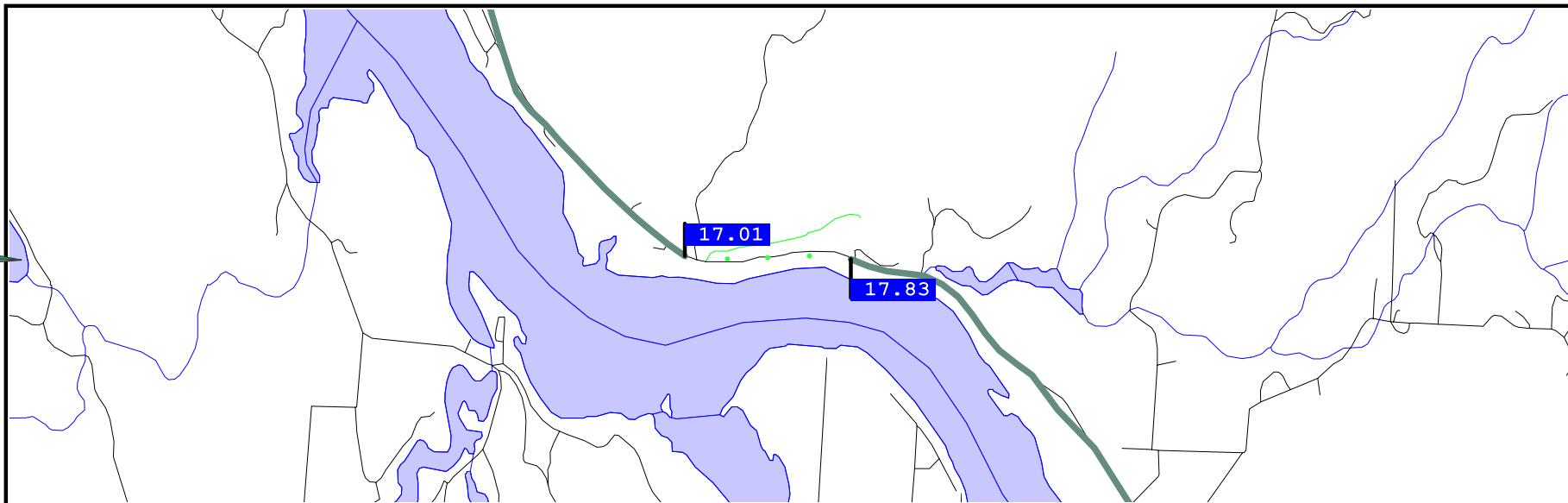
RURAL

MILEPOSTS	14.95 - 16.03
COUNTY	BONNER
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	1.080
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	7
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	3,800
ADT (FUTURE) -- 20 YEAR	5,613
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1995
SEAL COAT YEAR	----
S/N OR D	3.5
PERCENT TRUCKS--PEAK	11
V/C RATIO	0.21
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.3



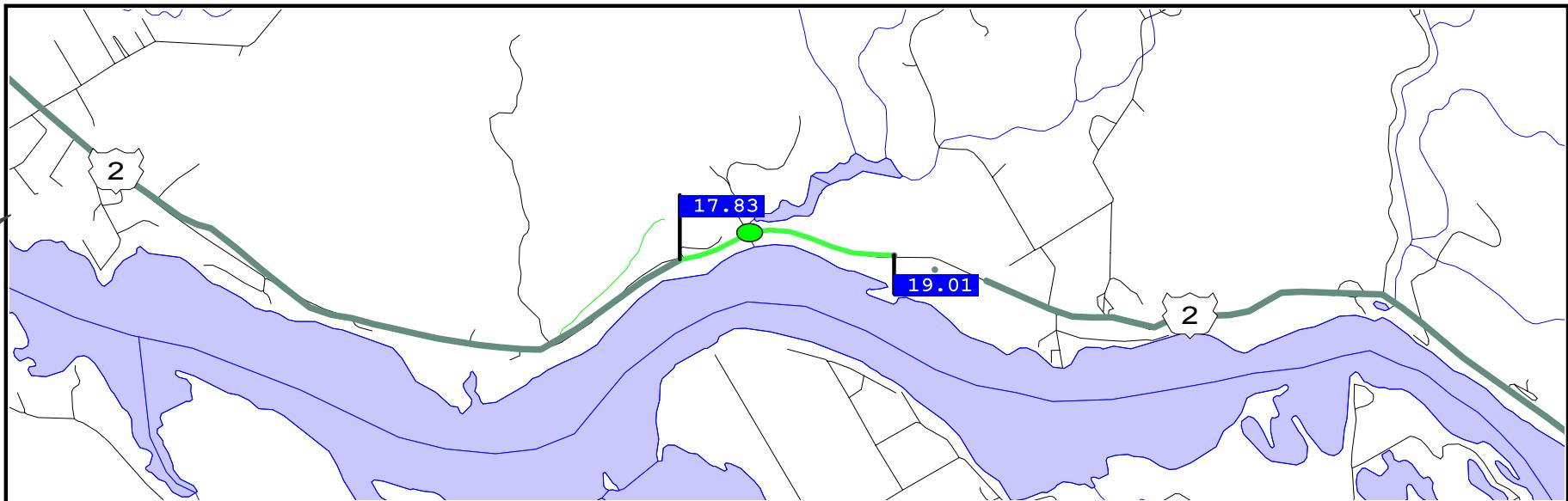
RURAL

MILEPOSTS	16.03 - 17.01
COUNTY	BONNER
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.980
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	3,800
ADT (FUTURE) -- 20 YEAR	5,613
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1995
SEAL COAT YEAR	2000
S/N OR D	3.5
PERCENT TRUCKS--PEAK	11
V/C RATIO	0.22
CRACK/ROUGH/FINAL INDEX	4.8/3.4/4.1



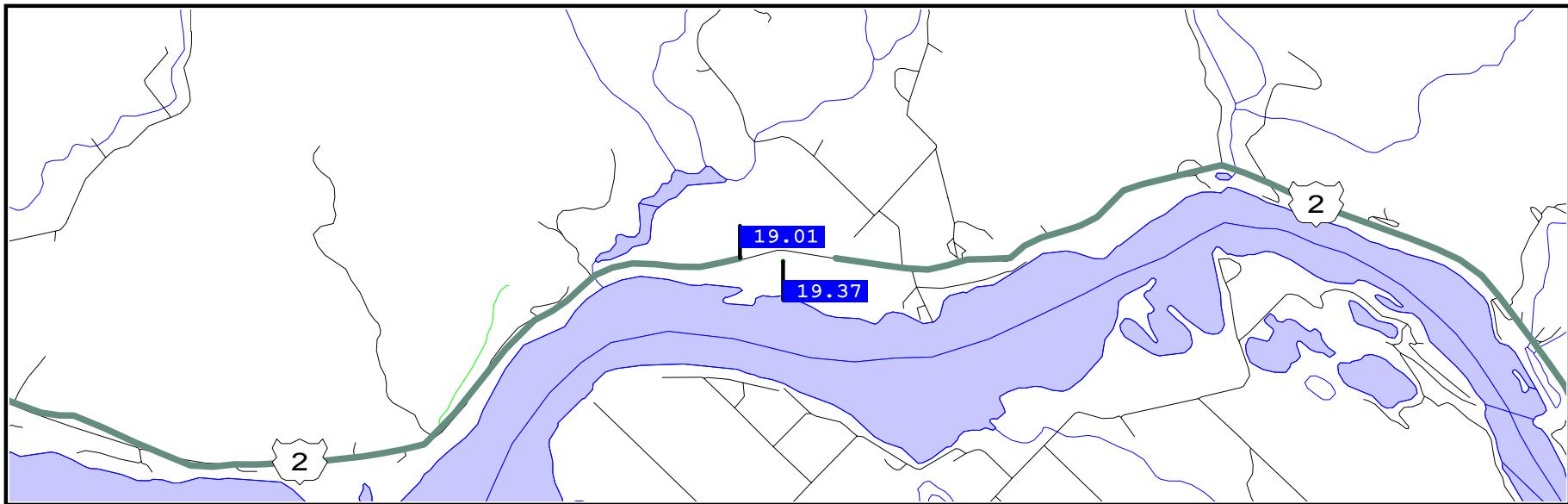
RURAL

MILEPOSTS 17.01 - 17.83
COUNTY BONNER
HIGHWAY DISTRICT # 1
FUNCTIONAL CLASS OTHER PRIN ART
FEDERAL AID SYSTEM NHS
RR-XINGS NO
STRUCTURES NO
TERRAIN TYPE RURAL-ROLLING
TYPE OF DEVELOPMENT RURAL
SECTION LENGTH 0.820
NUM OF LANES (EXISTING) 2
LANES
 WIDTH 24
 MATERIAL TYPE HIGH FLEXIBLE
SHOULDER
 WIDTH 5
 MATERIAL TYPE BITUMINOUS
MEDIAN WIDTH --
ADT (CURRENT) 3,800
ADT (FUTURE) -- 20 YEAR 5,613
ACCESS CONTROL (CURRENT) NO CONTROL
WIDENING FEASIBLE? TWO LANES
AVE. 5 YR. ACC. NOS.
PAVEMENT IMPROVEMENT NW CONS/RCN FLX
 YEAR OF IMPROVEMENT 1995
 SEAL COAT YEAR ----
S/N OR D 3.5
PERCENT TRUCKS--PEAK 11
V/C RATIO 0.21
CRACK/ROUGH/FINAL INDEX 4.8/3.4/4.1



RURAL

MILEPOSTS	17.83 - 19.01
COUNTY	BONNER
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	1.180
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	3,800
ADT (FUTURE) -- 20 YEAR	5,613
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1995
SEAL COAT YEAR	2000
S/N OR D	3.5
PERCENT TRUCKS--PEAK	11
V/C RATIO	0.22
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2

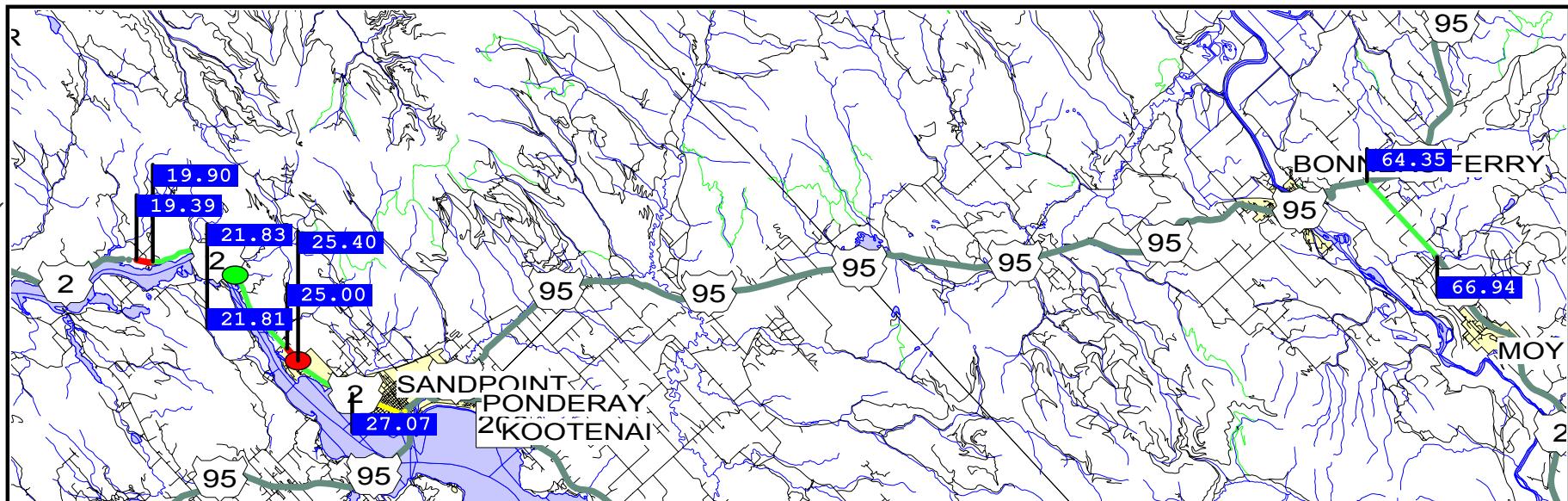


RURAL

MILEPOSTS	19.01 - 19.37
COUNTY	BONNER
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.360
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	3,800
ADT (FUTURE) -- 20 YEAR	5,613
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1995
SEAL COAT YEAR	----
S/N OR D	3.5
PERCENT TRUCKS--PEAK	11
V/C RATIO	0.21
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 9 0

030215



MILEPOSTS	19.39 - 19.90	19.90 - 21.81	21.83 - 25.00	25.00 - 25.40	25.40 - 27.07	64.35 - 66.94
COUNTY	BONNER	BONNER	BONNER	BONNER	BONNER	BOUNDARY
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.510	1.912	3.169	0.400	1.675	2.595
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	STABILIZED	BITUMINOUS
SHOULDER	4	5	5	2	2	6
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	STABILIZED	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,800	3,966	4,600	4,600	5,562	3,682
ADT (FUTURE) -- 20 YEAR	5,658	5,893	6,998	8,038	9,719	5,407
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	C.R.A.B.S.	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1932	2001	2001	1996	1997	1994
SEAL COAT YEAR	2000	1986	1986	1986	2000	1991
S/N OR D	2.4	6.4	6.4	3.8	4.3	5.1
PERCENT TRUCKS--PEAK	14	14	12	12	10	10
V/C RATIO	0.22	0.22	0.26	0.27	0.28	0.17
CRACK/ROUGH/FINAL INDEX	4.7/3.3/4.0	5.0/4.0/4.5	5.0/4.1/4.6	4.0/3.3/3.7	4.5/2.7/3.7	5.0/3.4/4.2

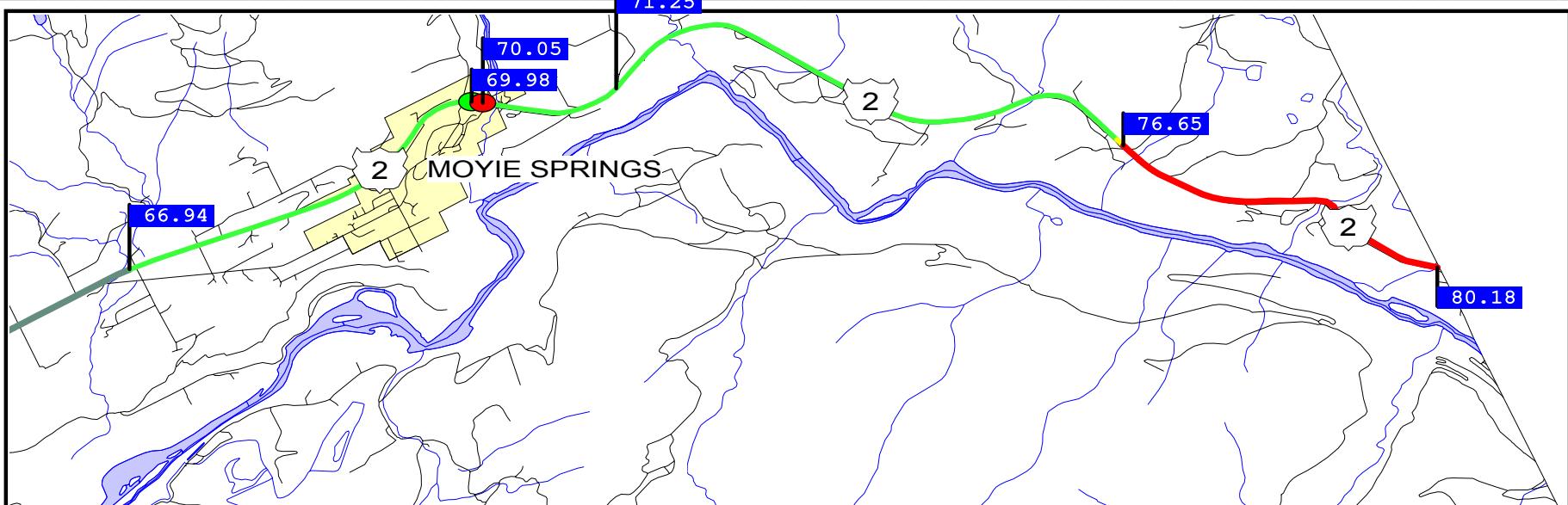
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2011	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:		VERT ALIGNMENT
SYSTEM DEFICIENCY:		SHOULDER TYPE
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$5,000	\$21,000
FOR CONSTRUCTION	\$172,000	\$254,000
TOTAL	\$177,000	\$275,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	10025
FEATURES	UPRR AND BNRR(
MILEPOST	25.42
SQUARE FOOTAGE	8417
PROGRAMMED YEAR	9999
SUFFICIENCY RATING	1.0
WEIGHT RESTRICTION	YES
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 9 0

030215



RURAL

	66.94 - 69.98 BOUNDARY	69.98 - 70.05 BOUNDARY	70.05 - 71.25 BOUNDARY	71.25 - 76.65 BOUNDARY	76.65 - 80.18 BOUNDARY
COUNTY	1	1	1	1	1
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FUNCTIONAL CLASS	NHS	NHS	NHS	NHS	NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO
RR-XINGS	NO	NO	YES	NO	NO
STRUCTURES					
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.035	0.074	1.197	5.399	3.534
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES					
WIDTH	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	4	4	4	2	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	2,912	2,100	2,100	1,400	1,600
ADT (FUTURE) -- 20 YEAR	4,276	3,066	3,066	2,072	2,345
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	MILL AND INLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2001	2001	1989	1989	1989
SEAL COAT YEAR	1991	1991	1973	1973	1973
S/N OR D	3.7	2.2	3.7	3.9	3.9
PERCENT TRUCKS--PEAK	10	8	8	12	9
V/C RATIO	0.17	0.12	0.12	0.09	0.10
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.4	5.0/2.9/4.0	5.0/3.0/4.0	4.5/3.4/4.0	3.9/3.4/3.7

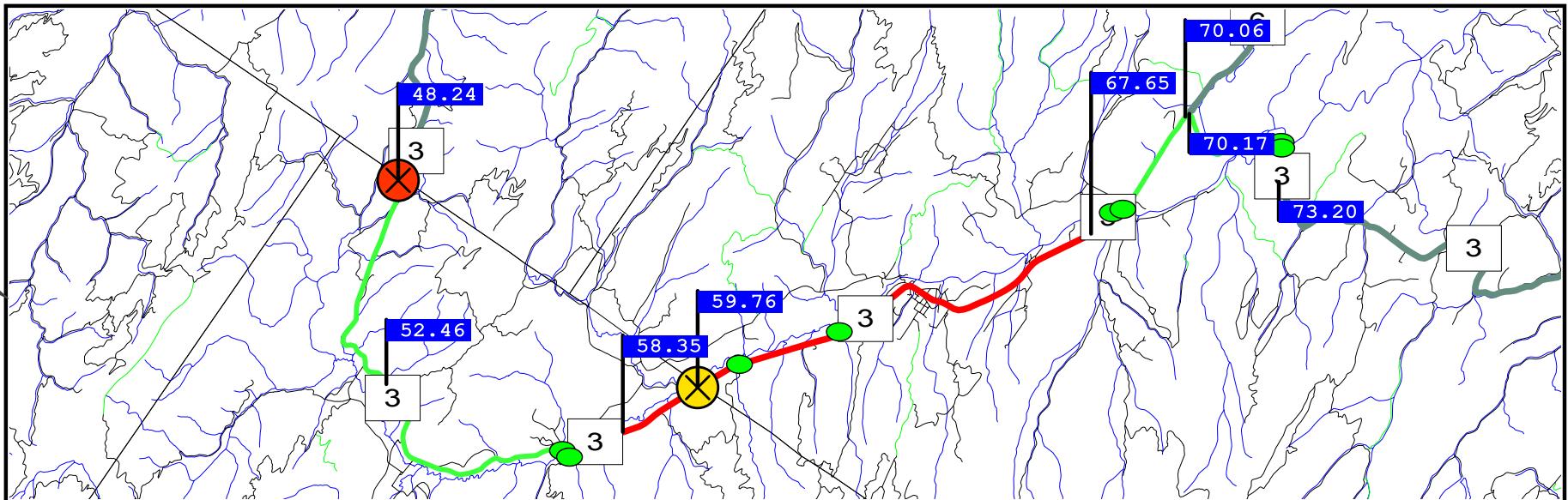
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2011	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$1,000	\$184,000
FOR CONSTRUCTION	\$25,000	\$2,248,000
TOTAL	\$26,000	\$2,432,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	10035
FEATURES	MOYIE R. GORGE
MILEPOST	70.05
SQUARE FOOTAGE	42037
PROGRAMMED YEAR	
SUFFICIENCY RATING	47.4
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 8 0 0

030215



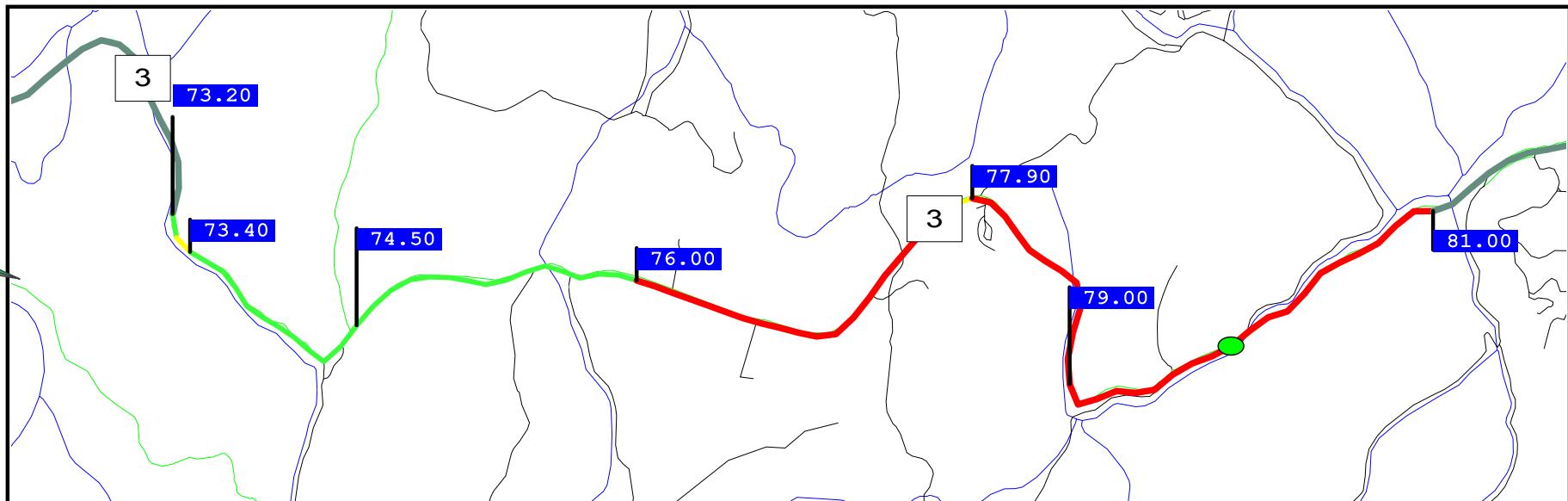
RURAL

MILEPOSTS	48.24 - 52.46	52.46 - 58.35	58.35 - 59.76	59.76 - 67.65	67.65 - 70.17	70.06 - 73.20
COUNTY	SHOSHONE	SHOSHONE	SHOSHONE	BENEWAH	BENEWAH	BENEWAH
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	YES	NO	NO	NO
STRUCTURES	NO	YES	NO	NO	YES	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.223	5.896	1.401	7.892	2.517	3.145
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	STABILIZED	BITUMINOUS	STABILIZED	BITUMINOUS	BITUMINOUS
SHOULDER	2	1	2	2	2	2
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	STABILIZED	BITUMINOUS	STABILIZED	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	569	697	774	1,268	1,532	1,888
ADT (FUTURE) -- 20 YEAR	785	959	1,067	1,718	2,067	2,548
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1999	1999	1972	1972	1996	1996
SEAL COAT YEAR	1999	1999	1990	1990	1990	1990
S/N OR D	5.3	5.3	2.4	2.8	5.1	3.8
PERCENT TRUCKS--PEAK	20	20	20	12	10	10
V/C RATIO	0.06	0.08	0.08	0.13	0.16	0.20
CRACK/ROUGH/FINAL INDEX	4.8/3.7/4.3	5.0/3.7/4.4	2.5/3.9/3.1	2.4/4.2/3.2	5.0/2.5/3.9	5.0/3.1/4.2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$14,000	\$79,000
FOR CONSTRUCTION	\$401,000	\$2,257,000
TOTAL	\$415,000	\$2,336,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

RR CROSSING NUMBER
TOTAL THROUGH TRAINS
TOT SWITCHING TRAINS
SPEED RANGE
CROSSING SURFACE TYPE
TYPES OF CONTROLS
FLASHING LIGHTS
CANT OVER ROAD
MAST MOUNTED
GATES
SIGNS
REFLECT. XBUCKS
HWY TRAFFIC SIGNAL
WIGWAGS
BELLS
SPEED SELECTION

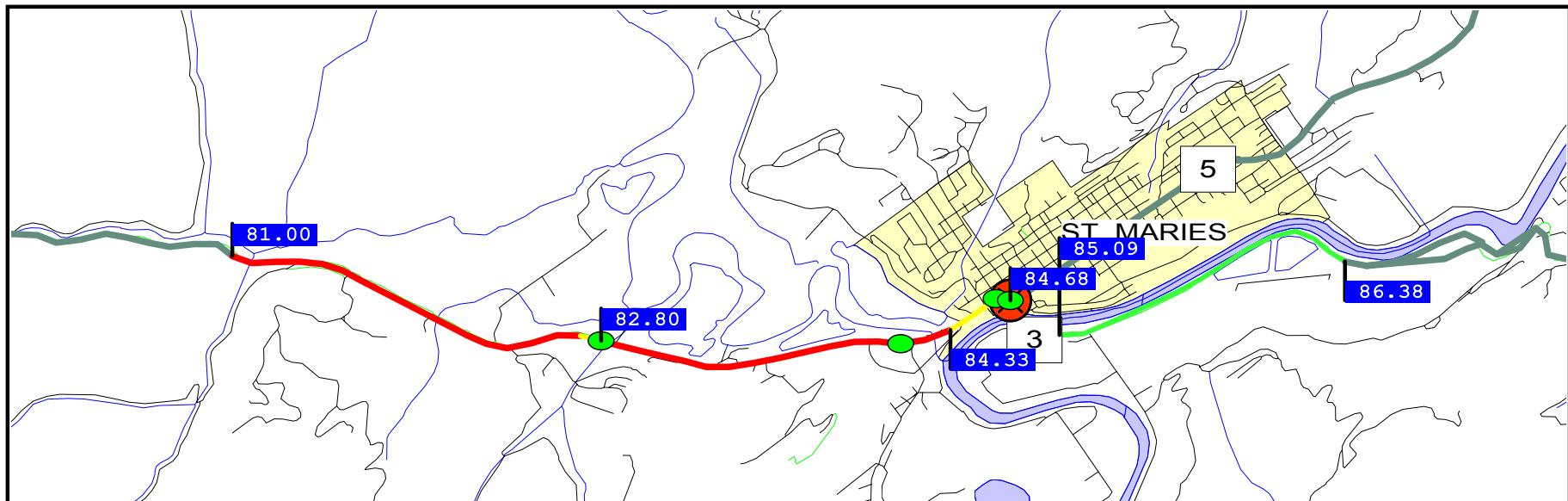
399702A
1
0
15 TO 25
RUBBER
4
2
2
0
2
0
0
0
NOT APPLICABLE



RURAL

MILEPOSTS	73.20 - 73.40	73.40 - 74.50	74.50 - 76.00	76.00 - 77.90	77.90 - 79.00	79.00 - 81.00
COUNTY	BENEWAH	BENEWAH	BENEWAH	BENEWAH	BENEWAH	BENEWAH
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.200	1.100	1.500	1.900	1.100	2.000
NUM OF LANES (EXISTING)	2	3	2	2	3	2
LANES	24	36	24	24	36	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS
SHOULDER	2	3	2	3	2	1
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,900	1,900	1,849	1,800	1,800	1,800
ADT (FUTURE) -- 20 YEAR	2,564	2,564	2,500	2,439	2,439	2,439
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	RESURFACE FLEX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2001	2001	2001	1941	1977	1977
SEAL COAT YEAR	2001	2001	2001	1990	1990	1990
S/N OR D	4.4	4.4	4.4	4.7	3.0	3.0
PERCENT TRUCKS--PEAK	10	10	11	12	12	12
V/C RATIO	0.20	0.13	0.19	0.23	0.15	0.24
CRACK/ROUGH/FINAL INDEX	5.0/3.0/4.1	5.0/2.8/4.0	5.0/3.4/4.3	2.4/3.4/2.8	2.9/2.4/2.7	2.7/2.7/2.7

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2005	RESURF W/SHLDR IMPROVE & ALIGN 2007	RESURF W/SHLDR IMPROVE & ALIGN 2006
YEAR OF IMPROVEMENT			
SYSTEM DEFICIENCY:	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR HORIZ ALIGNMENT SHLD WIDTH-R	PSR < RESRF-PSR HORIZ ALIGNMENT SHLD WIDTH-R
SYSTEM DEFICIENCY:			
SYSTEM DEFICIENCY:			
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$19,000	\$79,000	\$96,000
FOR CONSTRUCTION	\$752,000	\$1,185,000	\$1,436,000
TOTAL	\$771,000	\$1,264,000	\$1,532,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	3	2



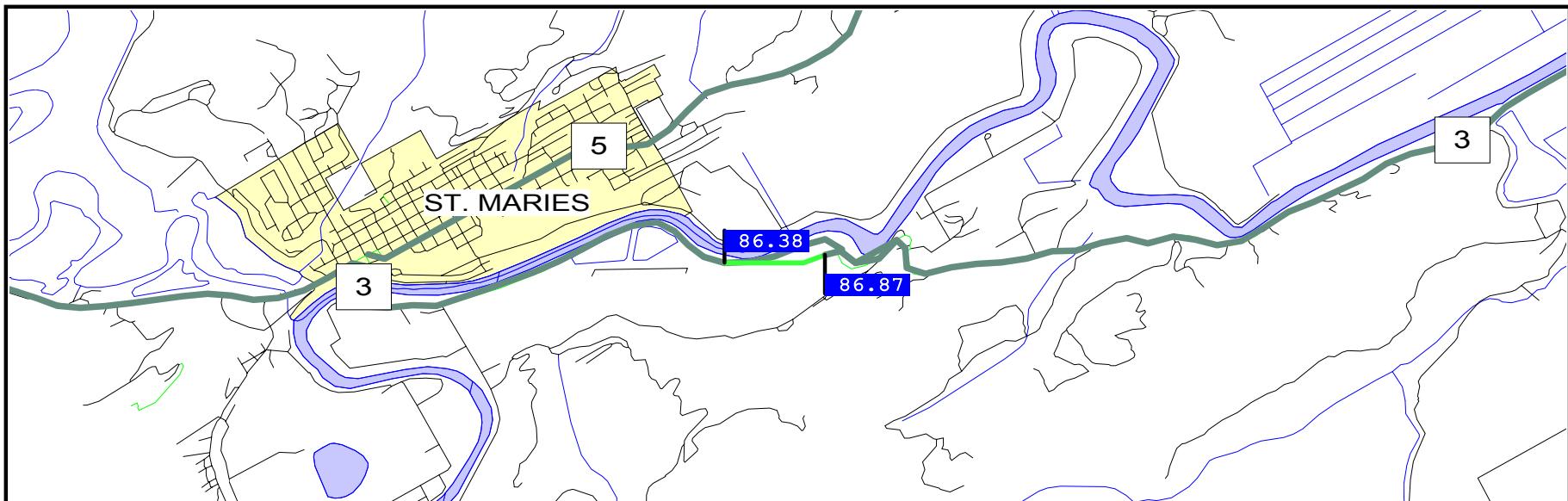
RURAL

MILEPOSTS	81.00 - 82.80	82.80 - 84.33	84.68 - 85.09	85.09 - 86.38
COUNTY	BENEWAH	BENEWAH	BENEWAH	BENEWAH
HIGHWAY DISTRICT #	1	1	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.800	1.531	0.407	1.293
NUM OF LANES (EXISTING)	3	2	2	2
LANES				
WIDTH	36	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	2	2	3	3
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	2,411	3,917	4,600	3,082
ADT (FUTURE) -- 20 YEAR	3,241	5,224	6,123	4,102
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1977	1977	1953	1999
SEAL COAT YEAR	1990	1990	2000	2000
S/N OR D	4.1	3.0	1.7	6.4
PERCENT TRUCKS--PEAK	9	6	5	4
V/C RATIO	0.20	0.48	0.45	0.21
CRACK/ROUGH/FINAL INDEX	3.5/3.0/3.3	3.5/3.0/3.3	2.2/2.3/2.2	5.0/3.4/4.3

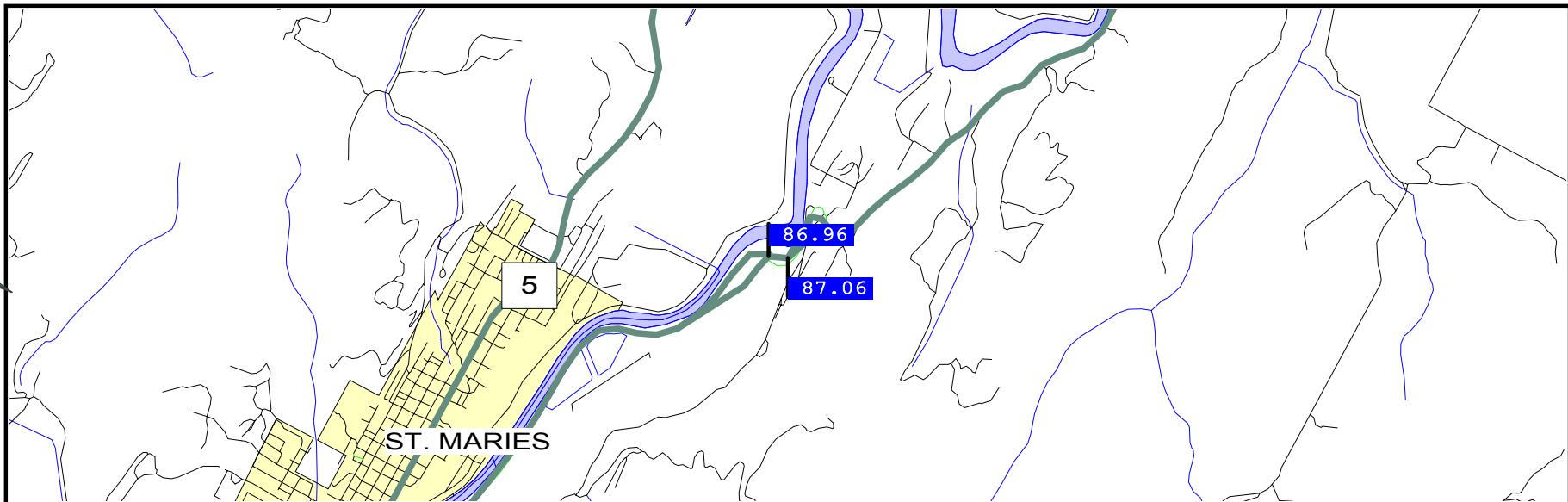
HIGHWAY IMPROVEMENT #1

PAGE 26

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2011	2010	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:			SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$27,000	\$15,000	\$15,000
FOR CONSTRUCTION	\$1,069,000	\$606,000	\$214,000
TOTAL	\$1,096,000	\$621,000	\$229,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	3	2	2

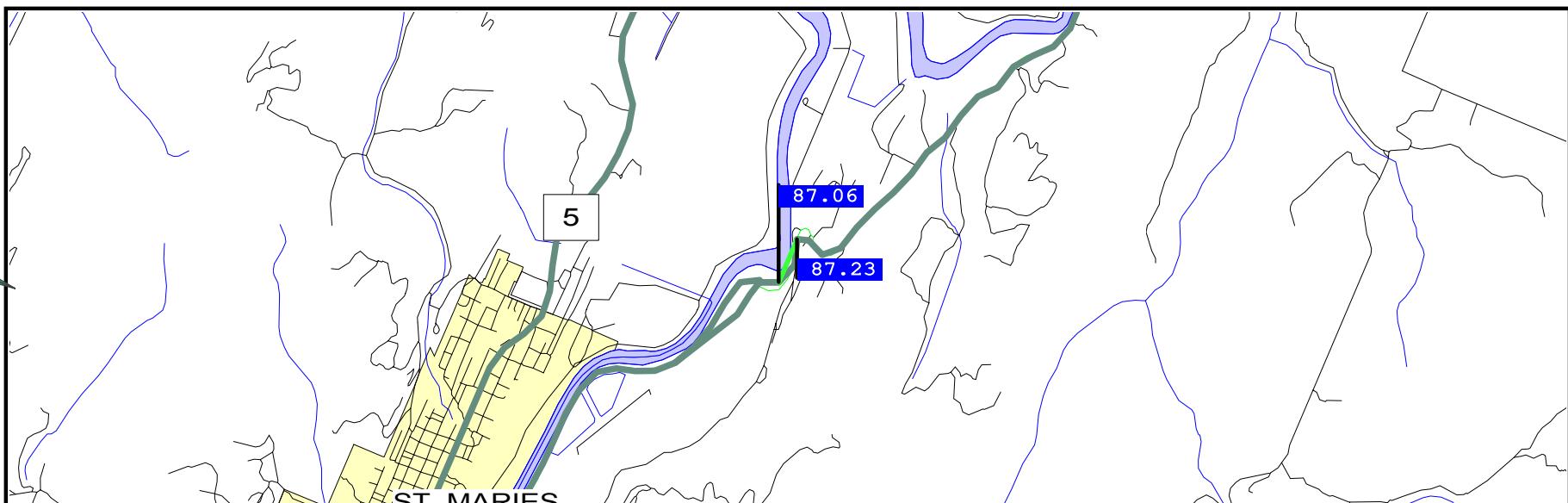


MILEPOSTS	86.38 - 86.87
COUNTY	BENEWAH
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.485
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	2,600
ADT (FUTURE) -- 20 YEAR	3,461
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.15
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.5



RURAL

MILEPOSTS	86.96 - 87.06
COUNTY	BENEWAH
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.097
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	2,600
ADT (FUTURE) -- 20 YEAR	3,461
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1999
SEAL COAT YEAR	2000
S/N OR D	6.4
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.15
CRACK/ROUGH/FINAL INDEX	5.0/2.5/3.9



RURAL

MILEPOSTS	87.06 - 87.23
COUNTY	BENEWAH
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.172
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	2,000
ADT (FUTURE) -- 20 YEAR	2,667
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.12
CRACK/ROUGH/FINAL INDEX	5.0/2.6/4.0

H P M S S T U D Y

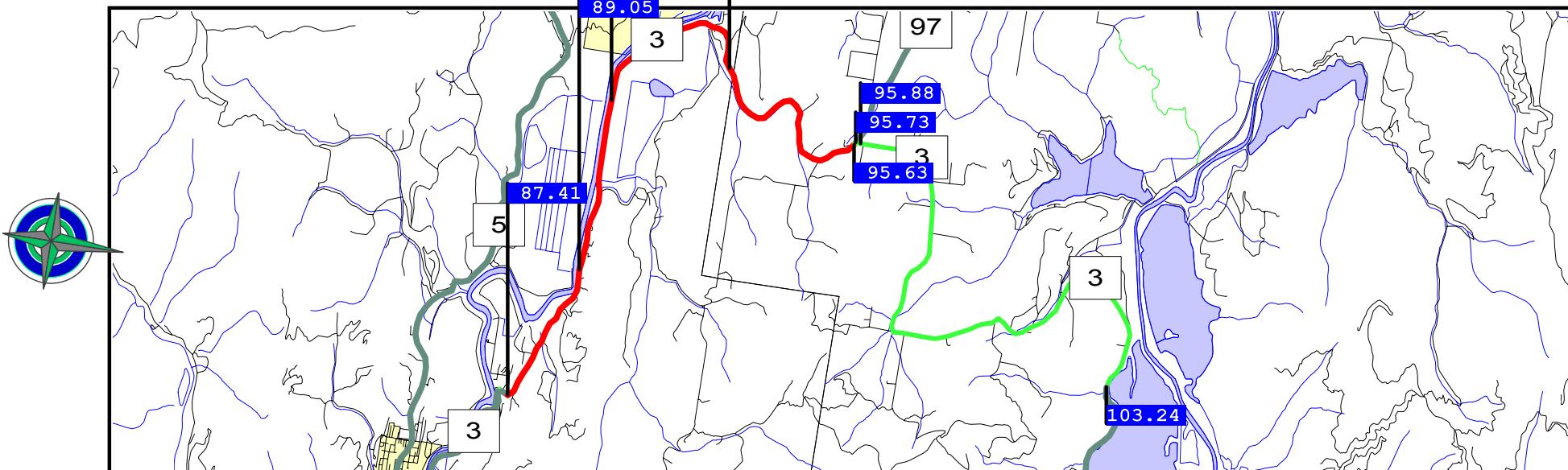
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90.79

89.05

93.05



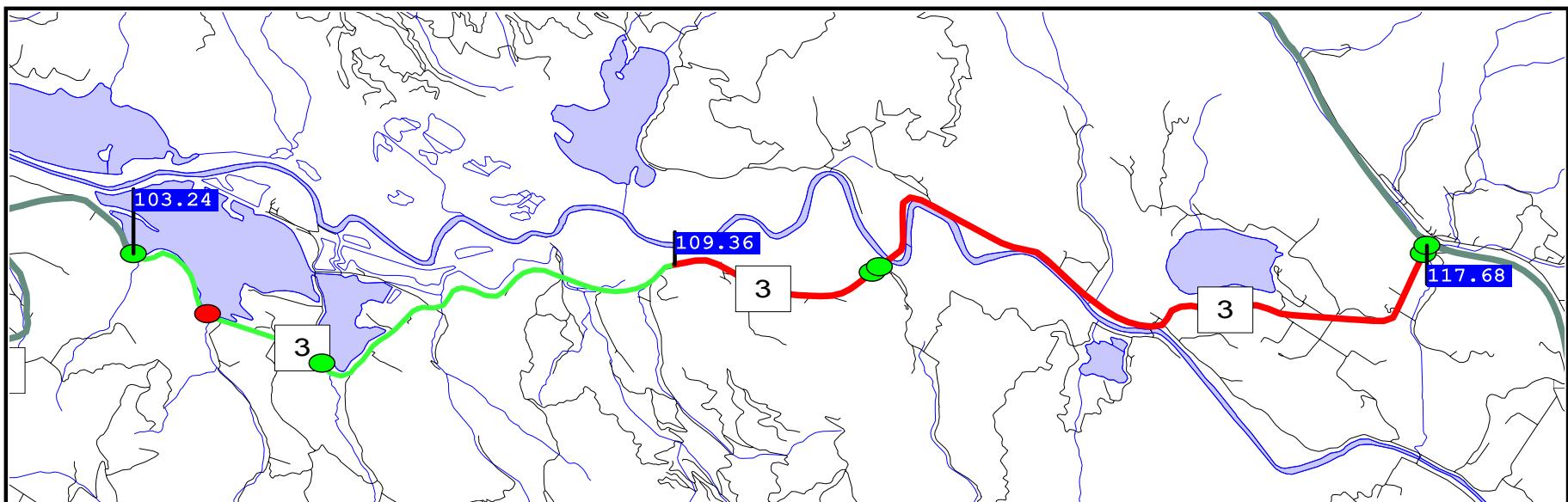
RURAL

	87.41 - 89.05 BENEWAH	89.05 - 90.79 BENEWAH	90.79 - 93.05 BENEWAH	93.05 - 95.63 KOOTENAI	95.73 - 95.88 KOOTENAI	95.88 - 103.24 KOOTENAI
COUNTY	1 BENEWAH	1 BENEWAH	1 BENEWAH	1 KOOTENAI	1 KOOTENAI	1 KOOTENAI
HIGHWAY DISTRICT #	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FUNCTIONAL CLASS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO	NO
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING
TERRAIN TYPE	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
TYPE OF DEVELOPMENT	1.636	1.736	2.264	2.578	0.150	7.360
SECTION LENGTH						
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24 HIGH FLEXIBLE	24 HIGH FLEXIBLE	22 HIGH FLEXIBLE	22 MIXED BITUMINOUS	24 MIXED BITUMINOUS	24 HIGH FLEXIBLE
WIDTH	24	24	22	22	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER	2 STABILIZED	1 BITUMINOUS	1 STABILIZED	1 STABILIZED	1 STABILIZED	1 STABILIZED
WIDTH	2	1	1	1	1	1
MATERIAL TYPE	STABILIZED	BITUMINOUS	STABILIZED	STABILIZED	STABILIZED	STABILIZED
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,000	1,767	1,600	1,600	1,300	1,244
ADT (FUTURE) -- 20 YEAR	2,667	2,366	2,151	2,151	1,754	1,679
ACCESS CONTROL (CURRENT)	NO CONTROL TWO LANES	NO CONTROL TWO LANES	NO CONTROL TWO LANES	NO CONTROL ONE LANE	NO CONTROL ONE LANE	NO CONTROL TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	PAVMT XTNG GRVL	PAVMT XTNG GRVL	PAVMT XTNG GRVL	NW CONS/RCN FLX	C.R.A.B.S.
YEAR OF IMPROVEMENT	1946	1946	1946	1951	1935	1999
SEAL COAT YEAR	2000	1990	1990	2000	2000	2000
S/N OR D	1.5	1.5	1.5	1.4	3.6	2.6
PERCENT TRUCKS--PEAK	5	7	8	8	10	11
V/C RATIO	0.13	0.12	0.11	0.14	0.11	0.09
CRACK/ROUGH/FINAL INDEX	1.9/2.8/2.3	2.3/2.7/2.5	1.9/2.8/2.3	1.6/2.5/2.0	5.0/3.4/4.3	5.0/3.4/4.3

HIGHWAY IMPROVEMENT #1

PAGE 34

TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURF W/SHLDR IMPROVE & ALIGN	RECONST WIDER	RECONST WIDER
YEAR OF IMPROVEMENT	2003	2004	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	LANE WIDTH	LANE WIDTH
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	HORIZ ALIGNMENT	HORIZ ALIGNMENT	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$62,000	\$66,000	\$199,000	\$335,000
FOR CONSTRUCTION	\$861,000	\$913,000	\$2,232,000	\$3,387,000
TOTAL	\$923,000	\$979,000	\$2,431,000	\$3,722,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2



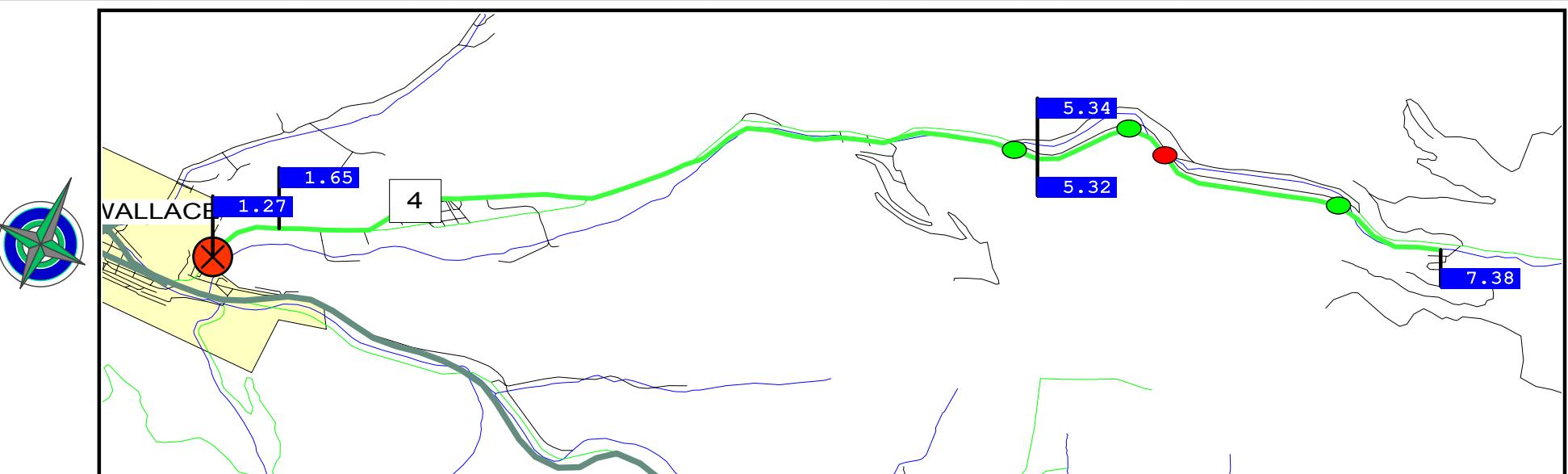
RURAL

MILEPOSTS	103.24 - 109.36	109.36 - 117.68
COUNTY	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	6.122	8.318
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER		
WIDTH	2	2
MATERIAL TYPE	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	1,126	1,447
ADT (FUTURE) -- 20 YEAR	1,526	1,945
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1972	1962
SEAL COAT YEAR	2000	2000
S/N OR D	2.6	2.5
PERCENT TRUCKS--PEAK	12	9
V/C RATIO	0.08	0.09
CRACK/ROUGH/FINAL INDEX	5.0/2.9/4.1	3.2/2.9/3.1

TYPE OF IMPROVEMENT	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN
SYSTEM DEFICIENCY:	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
COST OF IMPROVEMENT	SHLD WIDTH-R
FOR ROW AND UTIL	\$316,000
FOR CONSTRUCTION	\$4,375,000
TOTAL	\$4,691,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	10125
FEATURES	WILLOW CREEK
MILEPOST	104.22
SQUARE FOOTAGE	296
PROGRAMMED YEAR	
SUFFICIENCY RATING	40.6
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	YES
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT



RURAL

MILEPOSTS	1.27 - 1.65	1.65 - 5.32	5.34 - 7.38
COUNTY	SHOSHONE	SHOSHONE	SHOSHONE
HIGHWAY DISTRICT #	1	1	1
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	YES	YES
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	0.377	3.677	2.045
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	22	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	3	2	2
MATERIAL TYPE	COMBINATION	STABILIZED	STABILIZED
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	1,300	652	220
ADT (FUTURE) -- 20 YEAR	1,586	800	275
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	PARTIAL LANE	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2001	2001	2001
SEAL COAT YEAR	1989	1989	1989
S/N OR D	2.9	2.7	4.3
PERCENT TRUCKS--PEAK	3	5	13
V/C RATIO	0.08	0.04	0.02
CRACK/ROUGH/FINAL INDEX	5.0/2.9/4.2	4.4/3.2/3.9	4.4/2.9/3.8

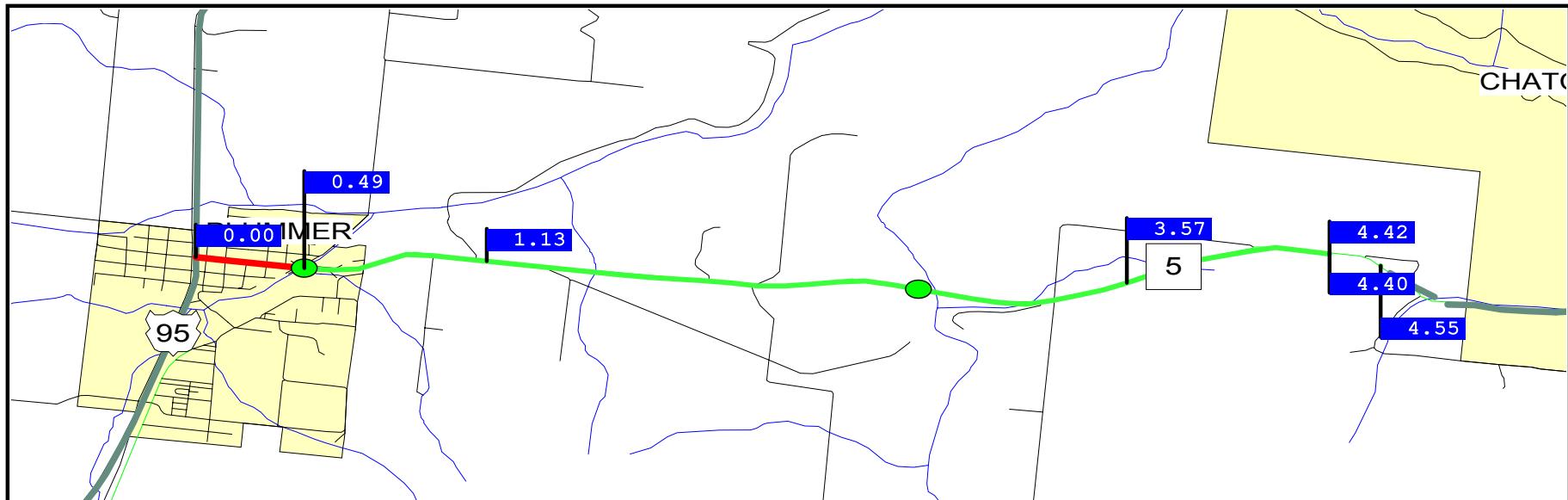
S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY
FEATURES
MILEPOST
SQUARE FOOTAGE
PROGRAMMED YEAR
SUFFICIENCY RATING
WEIGHT RESTRICTION
WIDTH RESTRICTION
HEIGHT RESTRICTION
DEFICIENCY

10165
CANYON CREEK;L
6.05
667
2002
19.9
YES
YES
NO
STRUC DEFICIENT

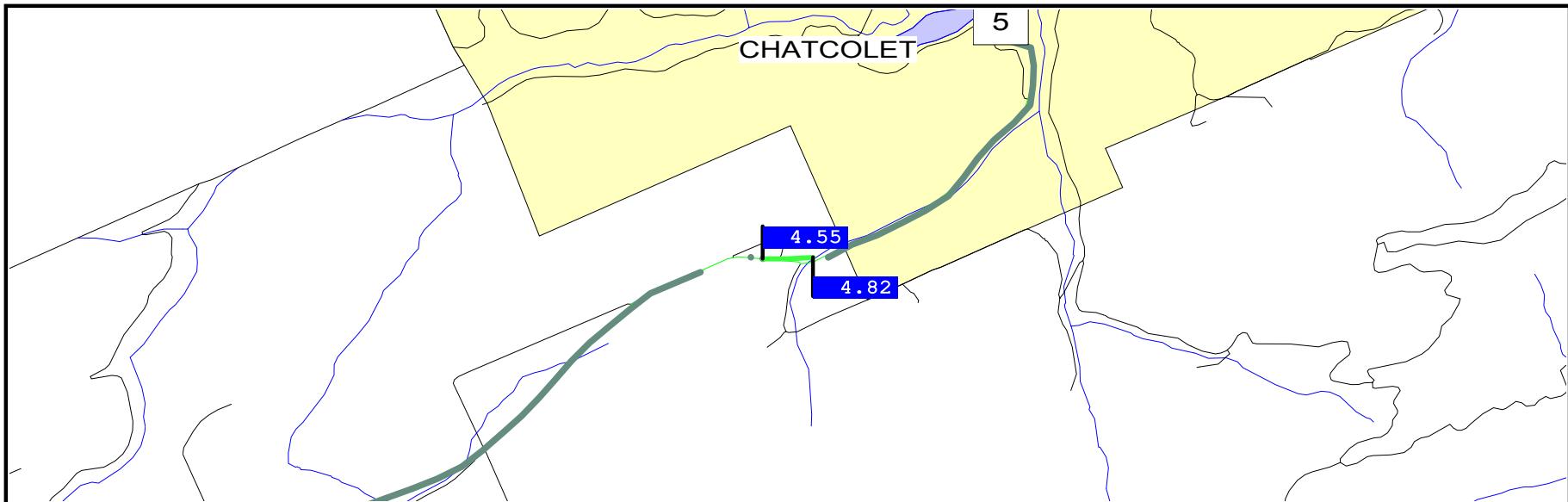
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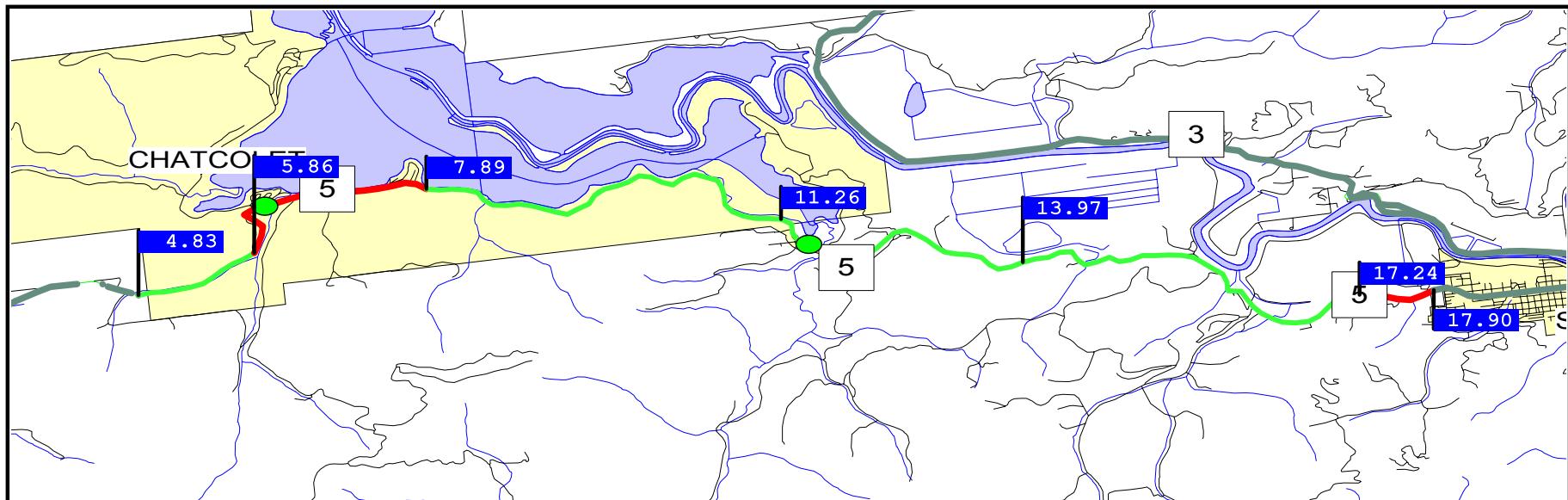
MILEPOSTS	0.00 - 0.49	0.49 - 1.13	1.13 - 3.57	3.57 - 4.40	4.42 - 4.55
COUNTY	BENEWAH	BENEWAH	BENEWAH	BENEWAH	BENEWAH
HIGHWAY DISTRICT #	1	1	1	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	DENSE	RURAL	RURAL	RURAL
SECTION LENGTH	0.490	0.642	2.434	0.834	0.130
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES					
WIDTH	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE				
SHOULDER					
WIDTH	6	6	5	3	3
MATERIAL TYPE	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	2,214	2,000	1,688	1,600	1,600
ADT (FUTURE) -- 20 YEAR	2,941	2,662	2,256	2,142	2,142
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1937	1996	1970	1996	1996
SEAL COAT YEAR	1987	1996	1996	1996	1987
S/N OR D	2.2	4.7	2.4	4.7	4.7
PERCENT TRUCKS--PEAK	4	4	6	7	7
V/C RATIO	0.21	0.19	0.17	0.16	0.16
CRACK/ROUGH/FINAL INDEX	2.1/2.7/2.4	5.0/2.3/3.8	5.0/2.9/4.1	5.0/3.1/4.2	5.0/3.4/4.3

TYPE OF IMPROVEMENT	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN 2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$19,000
FOR CONSTRUCTION	\$258,000
TOTAL	\$277,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2



RURAL

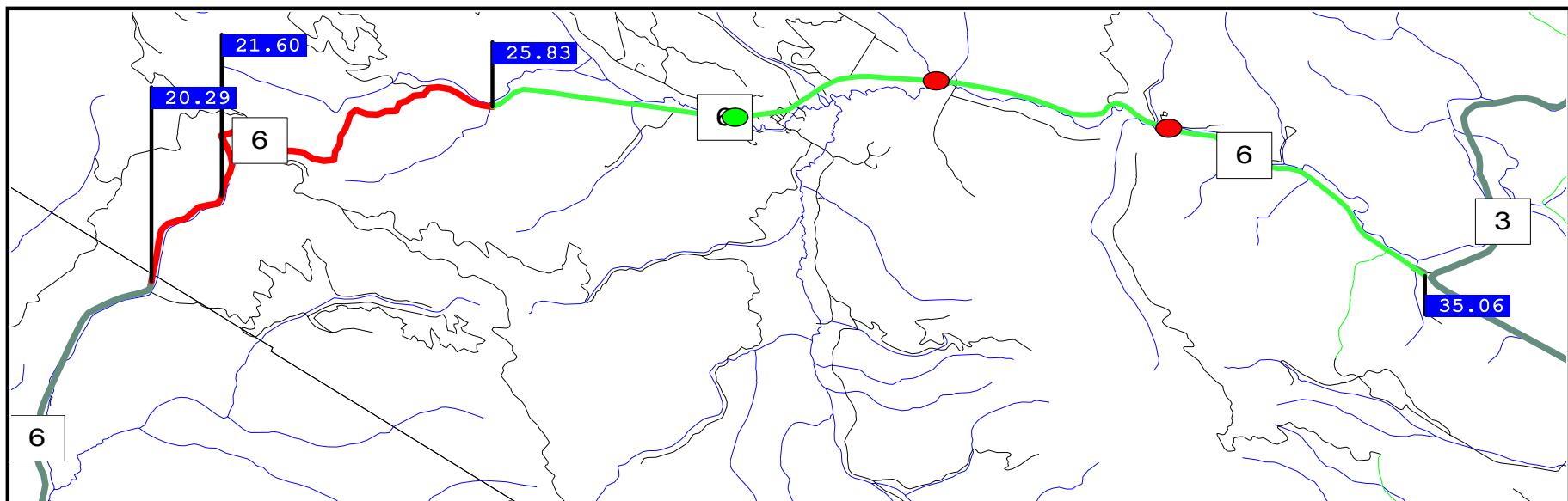
MILEPOSTS	4.55 - 4.82
COUNTY	BENEWAH
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.270
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	3
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	1,600
ADT (FUTURE) -- 20 YEAR	2,142
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1993
SEAL COAT YEAR	1995
S/N OR D	2.8
PERCENT TRUCKS--PEAK	7
V/C RATIO	0.14
CRACK/ROUGH/FINAL INDEX	5.0/2.8/4.0



RURAL

MILEPOSTS	4.83 - 5.86	5.86 - 7.89	7.89 - 11.26	11.26 - 13.97	13.97 - 17.23	17.24 - 17.90
COUNTY	BENEWAH	BENEWAH	BENEWAH	BENEWAH	BENEWAH	BENEWAH
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.024	2.039	3.367	2.709	3.264	0.662
NUM OF LANES (EXISTING)	3	2	2	2	2	2
LANES	36	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	STABILIZED	STABILIZED	COMBINATION	COMBINATION	COMBINATION
SHOULDER	2	2	2	3	3	2
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	STABILIZED	STABILIZED	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,600	1,600	1,600	1,806	2,120	2,600
ADT (FUTURE) -- 20 YEAR	2,142	2,142	2,142	2,413	2,827	3,461
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE	ONE LANE	ONE LANE	ONE LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1979	1936	1996	1996	1996	1996
SEAL COAT YEAR	1995	1995	1995	1995	1995	1995
S/N OR D	3.7	2.1	3.4	3.4	3.4	3.4
PERCENT TRUCKS--PEAK	7	7	7	6	5	4
V/C RATIO	0.13	0.21	0.21	0.23	0.27	0.33
CRACK/ROUGH/FINAL INDEX	4.8/2.7/3.9	3.1/2.5/2.8	5.0/3.2/4.2	4.8/3.4/4.2	5.0/3.3/4.2	4.0/3.0/3.6

TYPE OF IMPROVEMENT	RESURF W/SHLDR	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN	IMPROVE & ALIGN
SYSTEM DEFICIENCY:	2006	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	HORIZ ALIGNMENT
COST OF IMPROVEMENT	SHLD WIDTH-R	SHLD WIDTH-R
FOR ROW AND UTIL	\$98,000	\$32,000
FOR CONSTRUCTION	\$1,464,000	\$475,000
TOTAL	\$1,562,000	\$507,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2



RURAL

MILEPOSTS	20.29 - 21.60	21.60 - 25.83	25.83 - 35.06
COUNTY	BENEWAH	BENEWAH	BENEWAH
HIGHWAY DISTRICT #	1	1	1
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	YES
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	1.319	4.225	9.225
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	1	2	2
MATERIAL TYPE	STABILIZED	STABILIZED	COMBINATION
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	600	633	843
ADT (FUTURE) -- 20 YEAR	772	812	1,062
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	PARTIAL LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1958	1990	1995
SEAL COAT YEAR	1984	1984	1984
S/N OR D	2.5	2.4	2.9
PERCENT TRUCKS--PEAK	25	23	16
V/C RATIO	0.07	0.08	0.08
CRACK/ROUGH/FINAL INDEX	4.5/2.4/3.7	4.8/2.7/4.0	4.5/3.4/4.1

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2014	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$11,000	\$34,000
FOR CONSTRUCTION	\$446,000	\$1,428,000
TOTAL	\$457,000	\$1,462,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

18850	
CREEK	
30.21	
364	
48.5	
NO	
YES	
NO	
STRUC DEFICIENT	

STRUCTURE REPLACEMENTS

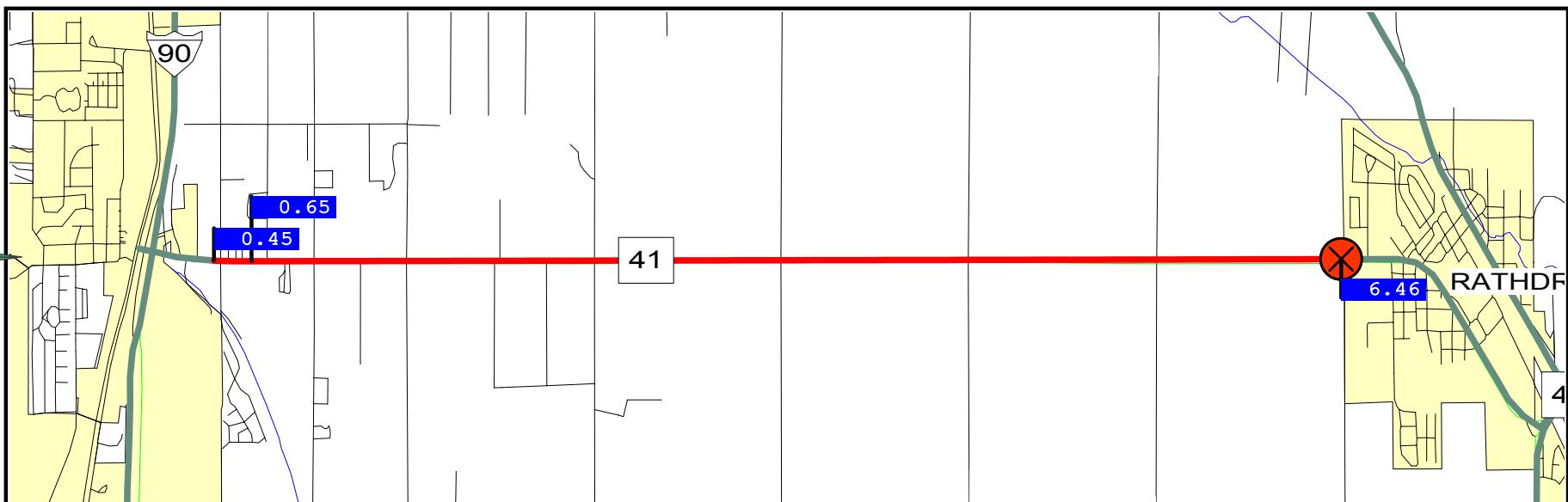
18855	
SANTA CREEK (N.	
32.48	
2002	
75.4	
NO	
YES	
NO	
NONE	

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 6 3 0

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RURAL

MILEPOSTS	0.45 - 0.65	0.65 - 6.46
COUNTY	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	YES
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	0.204	5.813
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	5	3
MATERIAL TYPE	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	16,000	12,414
ADT (FUTURE) -- 20 YEAR	27,959	21,692
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1952	1997
SEAL COAT YEAR	1989	1989
S/N OR D	1.5	2.2
PERCENT TRUCKS--PEAK	4	5
V/C RATIO	0.70	0.56
CRACK/ROUGH/FINAL INDEX	4.0/2.4/3.3	5.0/3.3/4.2

TYPE OF IMPROVEMENT	RECONST-FREEWAY	RECONST-FREEWAY
YEAR OF IMPROVEMENT	2006	2014
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	NUMBER OF LANES	SHOULDER TYPE
SYSTEM DEFICIENCY:		SHLD WIDTH-R
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	
SYSTEM DEFICIENCY:	NUMBER OF LANES	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$38,000	\$1,093,000
FOR CONSTRUCTION	\$389,000	\$11,091,000
TOTAL	\$427,000	\$12,184,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	4

RR CROSSING NUMBER
TOTAL THROUGH TRAINS
TOT SWITCHING TRAINS
SPEED RANGE
CROSSING SURFACE TYPE
TYPES OF CONTROLS
FLASHING LIGHTS
CANT OVER ROAD
MAST MOUNTED
GATES
SIGNS
REFLECT. XBUCKS
HWY TRAFFIC SIGNAL
WIGWAGS
BELLS
SPEED SELECTION

662605N
2
2
3 TO 20
ASPHALT

4
2
2
0
2
2
0
0
2
NO

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT
YEAR OF IMPROVEMENT
RR XING DEFICIENCY
COST OF IMPROVEMENT
COST CONTROL
SURFACE
CIRCUITRY
TOTAL (EXCL ADMIN)
ADMINISTRATIVE
TOI CROSSING SURFACE

LIGHTS/GATES
00
LIGHTS/GATES

\$250,000
\$60,000
\$0
\$310,000
\$15,500
RUBBER

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

662624T
 7
 0
 35 TO 40
 RUBBER
 4
 2
 2
 0
 2
 2
 0
 0
 0
 NO

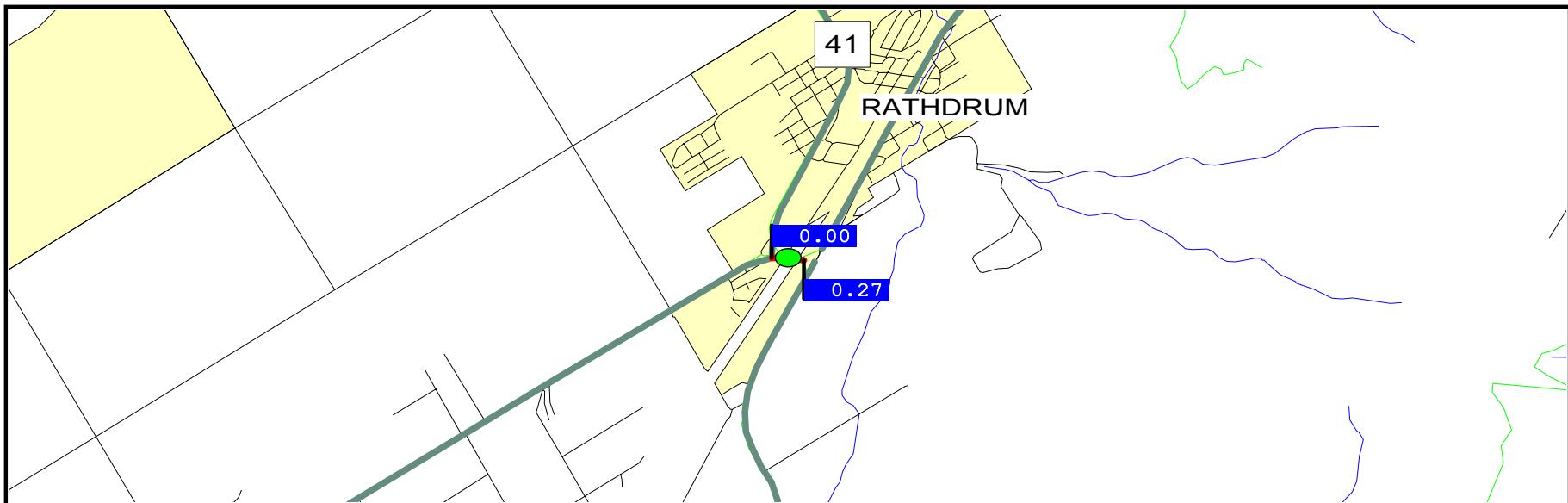
R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

GRADE SEPARATN
 05
 LIGHTS/GATES
 GRADE SEPARATN
 \$5,000,000
 \$0
 \$0
 \$5,000,000
 \$250,000
 RUBBER

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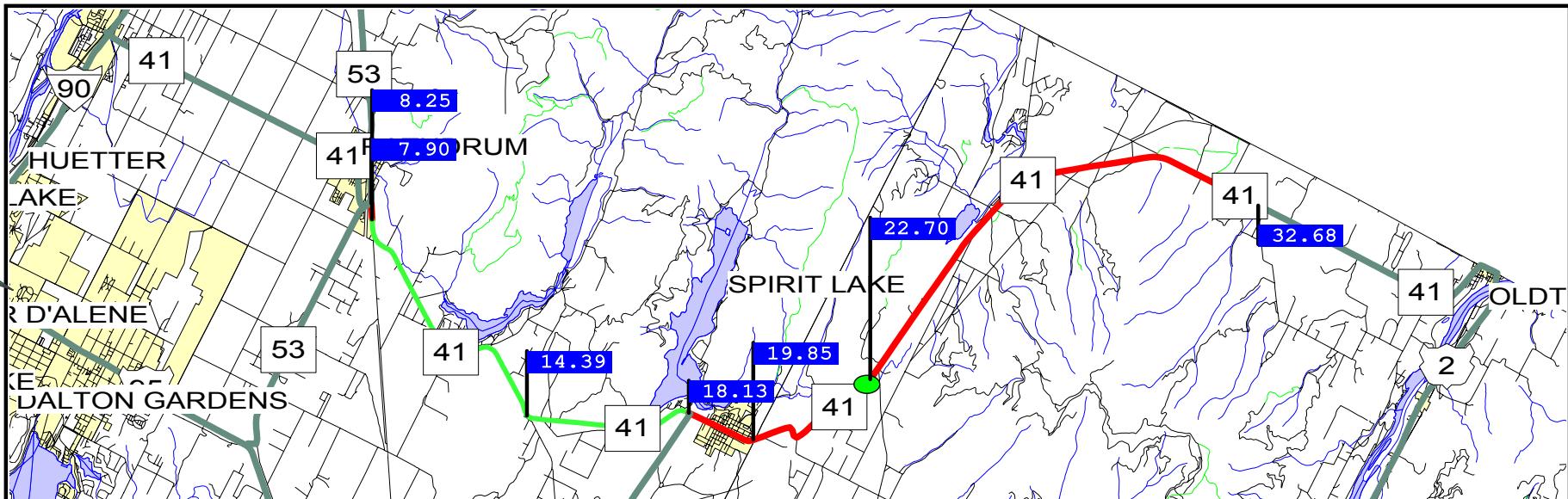
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RURAL

MILEPOSTS	0.00 - 0.27
COUNTY	KOOTENAI
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.270
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	11,000
ADT (FUTURE) -- 20 YEAR	19,222
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1938
SEAL COAT YEAR	1989
S/N OR D	2.1
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.62
CRACK/ROUGH/FINAL INDEX	5.0/2.8/4.1

TYPE OF IMPROVEMENT	MAJOR-WIDENING
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$44,000
FOR CONSTRUCTION	\$124,000
TOTAL	\$168,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	4



RURAL

	7.90 - 8.25 KOOTENAI	8.25 - 14.39 KOOTENAI	14.39 - 18.13 KOOTENAI	18.13 - 19.85 KOOTENAI	19.85 - 22.70 BONNER	22.70 - 32.68 BONNER
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	BONNER	BONNER
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.350	6.143	3.737	1.719	2.851	9.976
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER	5	3	3	2	2	4
WIDTH	5	3	3	2	2	4
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	9,800	6,388	5,300	4,458	2,569	2,449
ADT (FUTURE) -- 20 YEAR	17,125	11,163	9,261	7,449	4,267	4,076
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONSRCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1987	1995	1995	1995	1995	1993
SEAL COAT YEAR	1989	1989	1989	1989	1989	1989
S/N OR D	2.4	4.0	3.9	2.5	2.4	3.1
PERCENT TRUCKS--PEAK	3	4	4	5	7	8
V/C RATIO	0.65	0.43	0.36	0.33	0.20	0.19
CRACK/ROUGH/FINAL INDEX	4.5/3.2/3.9	4.5/3.5/4.0	4.7/3.5/4.2	4.1/3.5/3.8	2.5/3.4/2.9	4.0/3.5/3.8

TYPE OF IMPROVEMENT	RECONST-ADDLANE	RESURFACE WITH SHLD IMPROVMENT 2009	RESURF W/SHLDR IMPROVE & ALIGN 2004	RESURFACE WITH SHLD IMPROVMENT 2013
YEAR OF IMPROVEMENT	2013	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR HORIZ ALIGNMENT SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:	PSR < RESRF-PSR			
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT			
SYSTEM DEFICIENCY:	SHLD WIDTH-R			
SYSTEM DEFICIENCY:	VOLUME/CAPACITY			
SYSTEM DEFICIENCY:	NUMBER OF LANES			
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$74,000	\$17,000	\$108,000	\$100,000
FOR CONSTRUCTION	\$458,000	\$492,000	\$1,500,000	\$2,853,000
TOTAL	\$532,000	\$509,000	\$1,608,000	\$2,953,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	2	2	2



RURAL

MILEPOSTS	32.68 - 37.40	37.40 - 39.06
COUNTY	BONNER	BONNER
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	4.724	1.658
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS
SHOULDER		
WIDTH	3	2
MATERIAL TYPE	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	2,824	4,662
ADT (FUTURE) -- 20 YEAR	4,700	7,714
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	RESURFACE FLEX
YEAR OF IMPROVEMENT	1993	1966
SEAL COAT YEAR	1989	1989
S/N OR D	3.4	2.1
PERCENT TRUCKS--PEAK	8	5
V/C RATIO	0.18	0.35
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4	3.0/2.8/2.9

TYPE OF IMPROVEMENT

RESURFACE WITH
SHLD IMPROVEMENT
2006
PSR < RESRF-PSR
SHLD WIDTH-R

YEAR OF IMPROVEMENT

SYSTEM DEFICIENCY:

SYSTEM DEFICIENCY:

COST OF IMPROVEMENT

FOR ROW AND UTIL	\$17,000
FOR CONSTRUCTION	\$474,000
TOTAL	\$491,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

ACCESS CONTROL (FUTURE)

NUM OF LANES (DES.)

S T R U C T U R E I M P R O V E M E N T S

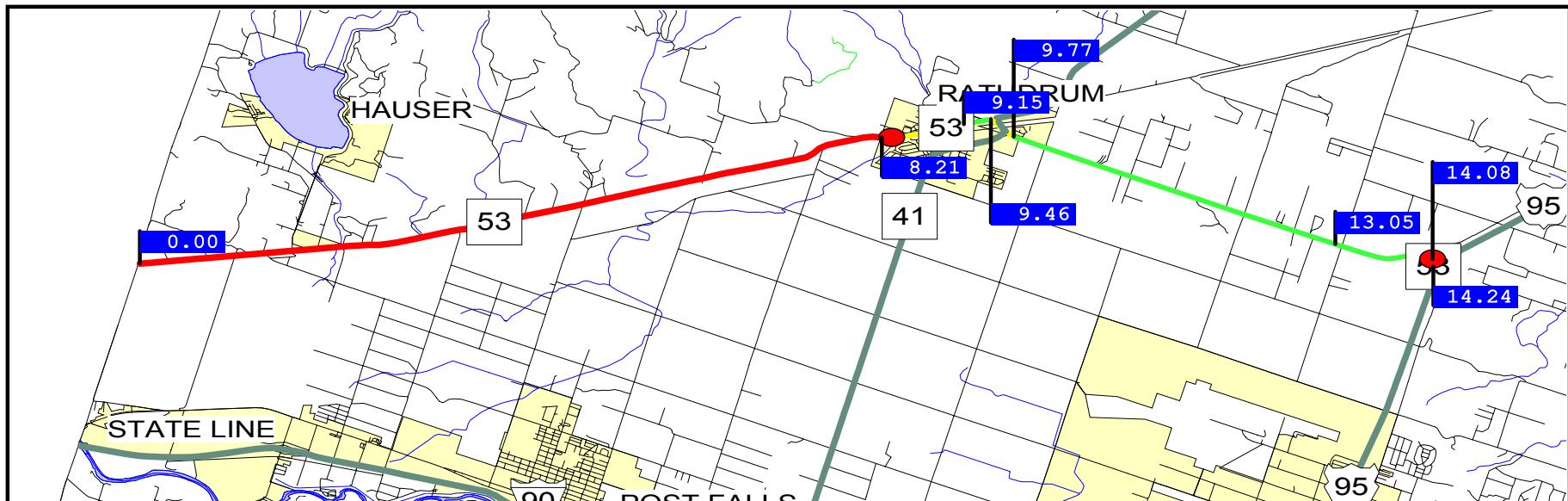
STRUCTURE REPLACEMENTS

BRIDGE KEY	14255
FEATURES	BURLINGTON NOR
MILEPOST	38.71
SQUARE FOOTAGE	6254
PROGRAMMED YEAR	
SUFFICIENCY RATING	62.2
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

BRIDGE KEY
FEATURES
MILEPOST
SQUARE FOOTAGE
PROGRAMMED YEAR
SUFFICIENCY RATING
WEIGHT RESTRICTION
WIDTH RESTRICTION
HEIGHT RESTRICTION
DEFICIENCY

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 6 5 0

030215



RURAL

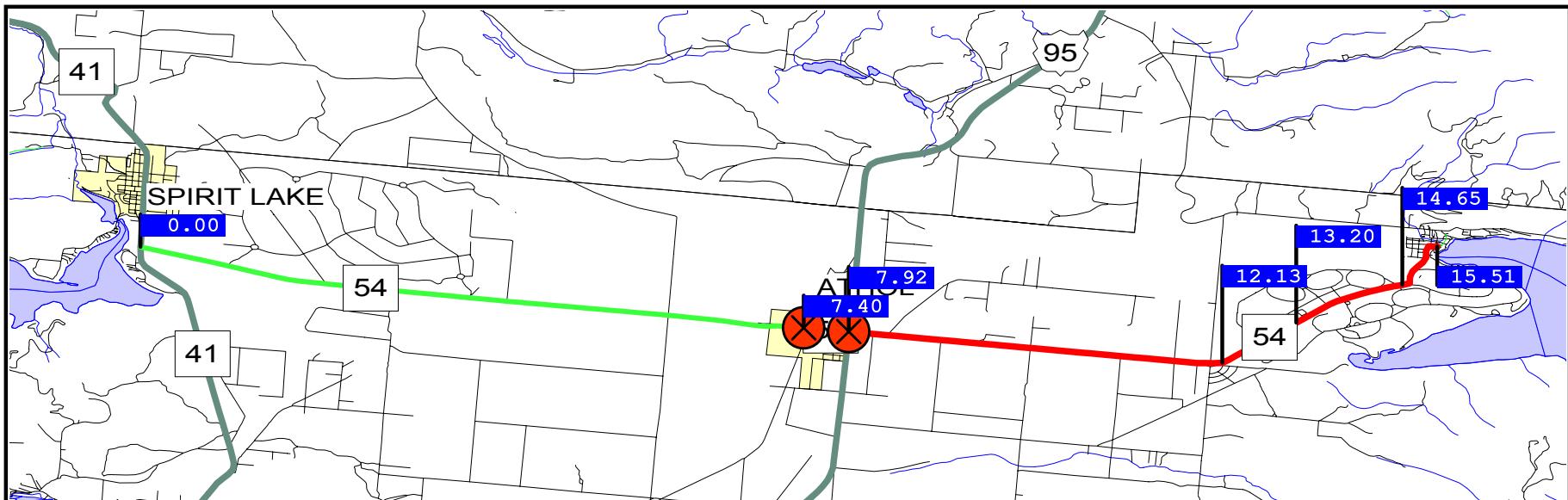
MILEPOSTS	0.00 - 8.21	9.15 - 9.46	9.77 - 13.05	13.05 - 14.08	14.08 - 14.24
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	8.207	0.315	3.285	1.030	0.160
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION
SHOULDER	6	4	7	3	4
WIDTH	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	5,907	7,100	7,659	6,030	4,800
ADT (FUTURE) -- 20 YEAR	10,322	12,407	13,383	10,537	8,388
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1999	1998	1998	1998	1977
SEAL COAT YEAR	1988	----	1989	1989	1989
S/N OR D	3.4	3.4	5.0	5.0	3.8
PERCENT TRUCKS--PEAK	7	5	4	6	6
V/C RATIO	0.25	0.31	0.33	0.27	0.23
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.1	5.0/3.3/4.2	5.0/3.8/4.4	5.0/3.7/4.4	3.8/2.7/3.3

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2014	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE	VERT ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHOULDER TYPE
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$49,000	\$6,000
FOR CONSTRUCTION	\$2,610,000	\$87,000
TOTAL	\$2,659,000	\$93,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

14665	UNION PACIFIC
14.06	3853
42.5	
NO	
NO	
NO	
FUNCT OBSOLETE	

BRIDGE KEY	
FEATURES	
MILEPOST	
SQUARE FOOTAGE	
PROGRAMMED YEAR	
SUFFICIENCY RATING	
WEIGHT RESTRICTION	
WIDTH RESTRICTION	
HEIGHT RESTRICTION	
DEFICIENCY	



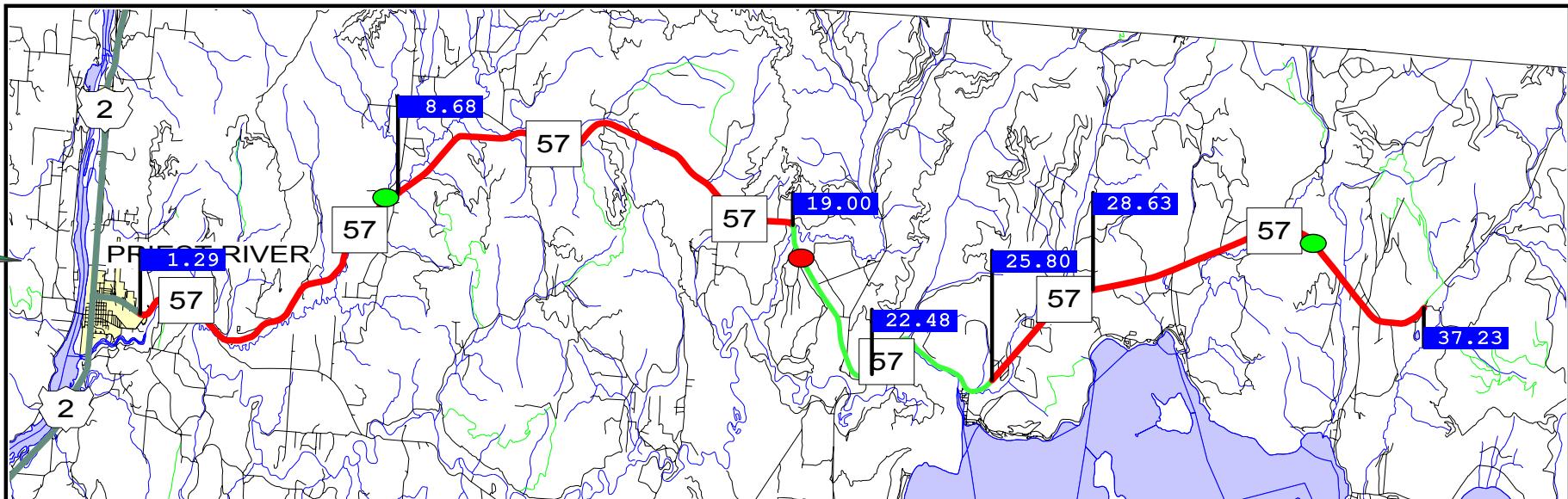
MILEPOSTS	0.00 - 7.40	7.40 - 7.92	7.92 - 12.13	12.13 - 13.20	13.20 - 14.65	14.65 - 15.51
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	YES	YES	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	DENSE	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.400	0.516	4.215	1.069	1.450	0.860
NUM OF LANES (EXISTING)	2	2	4	4	2	2
LANES	24	24	44	44	24	22
WIDTH	24	24	44	44	24	22
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION
SHOULDER	2	7	4	2	2	2
WIDTH	2	7	4	2	2	2
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	EARTH	STABILIZED
MEDIAN WIDTH	--	--	--	24	22	--
ADT (CURRENT)	1,453	3,072	2,200	2,200	2,126	1,700
ADT (FUTURE) -- 20 YEAR	1,787	3,748	2,674	2,674	2,584	2,066
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1999	1999	1968	1942	1942	1942
SEAL COAT YEAR	1999	2002	2002	2002	2002	2002
S/N OR D	2.9	3.1	2.7	1.7	1.7	1.7
PERCENT TRUCKS--PEAK	6	3	1	1	1	2
V/C RATIO	0.11	0.18	0.06	0.06	0.16	0.15
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.5	5.0/2.5/4.1	3.0/2.7/2.9	2.5/2.7/2.9	3.0/2.5/2.8	3.0/2.1/2.7

HIGHWAY IMPROVEMENT #1

PAGE 60

TYPE OF IMPROVEMENT	RECONST WIDER	MINOR-WIDENING	RESURFACE WITH SHLD IMPROVMENT	MINOR-WIDENING
YEAR OF IMPROVEMENT	2003	2003	2009	2003
SYSTEM DEFICIENCY:	LANE WIDTH	LANE WIDTH	PSR < RESRF-PSR	LANE WIDTH
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R			
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$438,000	\$43,000	\$12,000	\$17,000
FOR CONSTRUCTION	\$5,513,000	\$509,000	\$357,000	\$205,000
TOTAL	\$5,951,000	\$552,000	\$369,000	\$222,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4	2	2

RR CROSSING NUMBER	662696W	058857B
TOTAL THROUGH TRAINS	7	60
TOT SWITCHING TRAINS	0	1
SPEED RANGE	35 TO 40	15 TO 79
CROSSING SURFACE TYPE	SECTION TIMBER	FULLWOOD PLANK
TYPES OF CONTROLS		
FLASHING LIGHTS	2	2
CANT OVER ROAD	0	2
MAST MOUNTED	2	0
GATES	0	2
RED/WHITE REFLCT.	0	2
SIGNS	2	4
REFLECT. XBUCKS	2	2
OTHER SIGNS	0	2
HWY TRAFFIC SIGNAL	0	0
WIGWAGS	0	0
BELLS	2	1
SPEED SELECTION	NO	NOT APPLICABLE
R R C R O S S I N G I M P R O V E M E N T		
TYPE OF IMPROVEMENT	LIGHTS/GATES	CHANGE SURFACE
YEAR OF IMPROVEMENT	05	00
RR XING DEFICIENCY	LIGHTS/GATES	SURFACE
COST OF IMPROVEMENT		
COST CONTROL	\$250,000	\$0
SURFACE	\$50,000	\$50,000
CIRCUITRY	\$0	\$0
TOTAL (EXCL ADMIN)	\$300,000	\$50,000
ADMINISTRATIVE	\$15,000	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB	CONCRETE SLAB



MILEPOSTS	1.29 - 8.68	8.68 - 19.00	19.00 - 22.48	22.48 - 25.80	25.80 - 28.63	28.63 - 37.23
COUNTY	BONNER	BONNER	BONNER	BONNER	BONNER	BONNER
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	NO	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.383	10.322	3.478	3.322	2.830	8.600
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE					
MATERIAL TYPE						
SHOULDER	2	2	2	2	2	2
WIDTH	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS
MATERIAL TYPE						
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,199	1,125	1,000	1,000	1,000	987
ADT (FUTURE) -- 20 YEAR	2,715	1,386	1,227	1,227	1,227	1,212
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	MILL AND INLAY	MILL AND INLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1981	1981	2001	2001	1967	1967
SEAL COAT YEAR	1989	1989	2001	2001	1989	1989
S/N OR D	2.9	2.6	3.6	3.6	2.2	2.2
PERCENT TRUCKS--PEAK	8	7	6	6	6	6
V/C RATIO	0.24	0.12	0.11	0.11	0.11	0.10
CRACK/ROUGH/FINAL INDEX	2.2/3.1/2.6	2.7/3.4/3.0	4.5/3.2/4.0	4.8/3.3/4.2	2.4/3.1/2.7	2.1/2.9/2.4

TYPE OF IMPROVEMENT	RESURF W/SHLD R	RESURF W/SHLD R	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	IMPROVE & ALIGN 2005	IMPROVE & ALIGN 2007	2006	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	VERT ALIGNMENT			
SYSTEM DEFICIENCY:	SHLD WIDTH-R			
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$221,000	\$310,000	\$23,000	\$34,000
FOR CONSTRUCTION	\$3,618,000	\$5,058,000	\$696,000	\$1,892,000
TOTAL	\$3,839,000	\$5,368,000	\$719,000	\$1,926,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

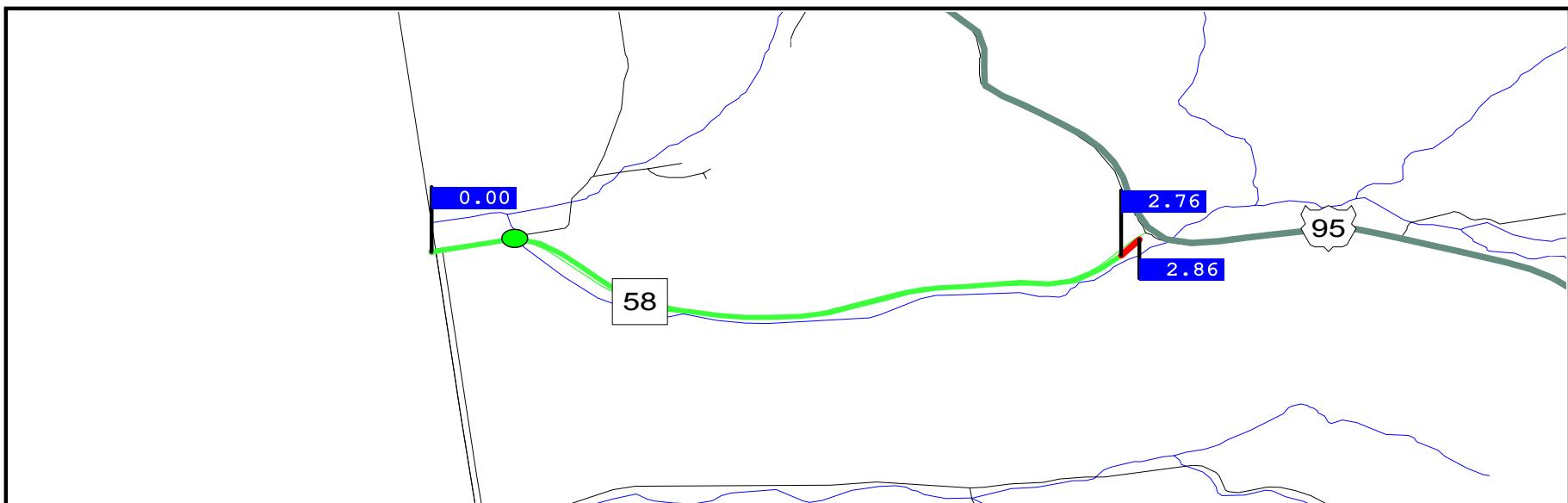
14895
 UPPER W. BRANC
 19.65
 8110

 48.5
 NO
 NO
 NO
 NONE

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

H P M S S T U D Y F O R R O A D S E G M E N T : 001810

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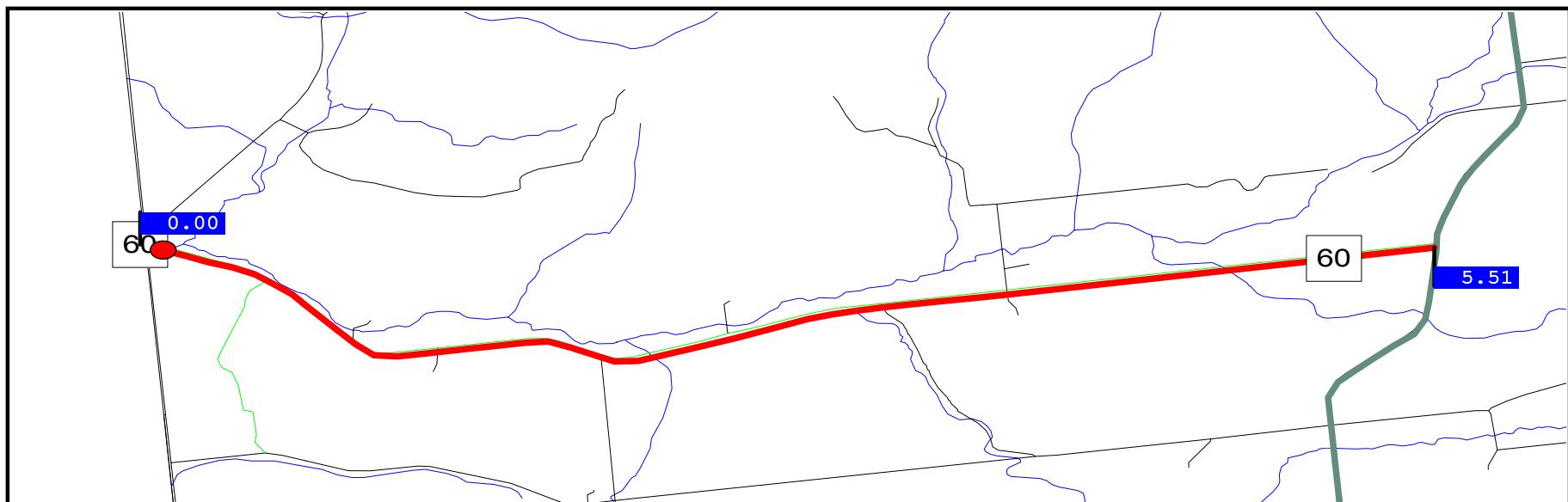
RURAL

MILEPOSTS	0.00 - 2.76	2.76 - 2.86
COUNTY	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	2.760	0.101
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	1	1
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	2,200	2,200
ADT (FUTURE) -- 20 YEAR	2,679	2,679
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1997	1992
SEAL COAT YEAR	1992	1992
S/N OR D	2.6	1.6
PERCENT TRUCKS--PEAK	2	2
V/C RATIO	0.12	0.12
CRACK/ROUGH/FINAL INDEX	4.5/3.0/3.9	4.0/3.0/3.6

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$1,000
FOR CONSTRUCTION	\$25,000
TOTAL	\$26,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

H P M S S T U D Y F O R R O A D S E G M E N T : 001830

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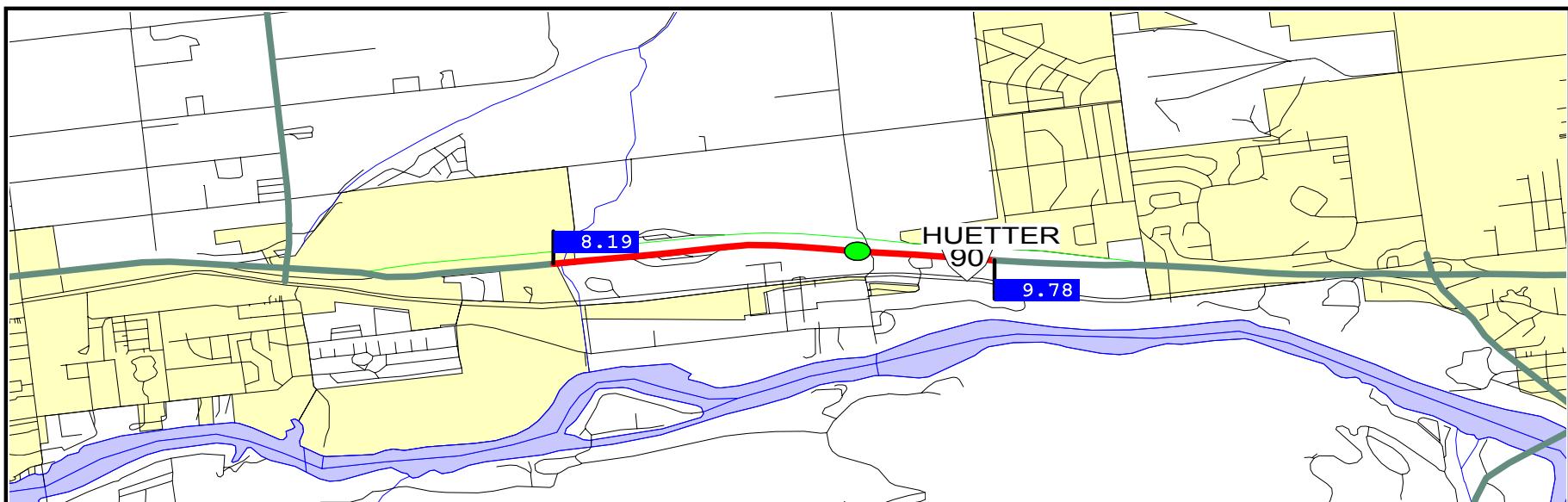
RURAL

MILEPOSTS	0.00 - 5.51
COUNTY	BENEWAH
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	5.510
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	1
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	335
ADT (FUTURE) -- 20 YEAR	413
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1959
SEAL COAT YEAR	1992
S/N OR D	2.9
PERCENT TRUCKS--PEAK	7
V/C RATIO	0.02
CRACK/ROUGH/FINAL INDEX	1.5/3.8/2.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$22,000
FOR CONSTRUCTION	\$1,212,000
TOTAL	\$1,234,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

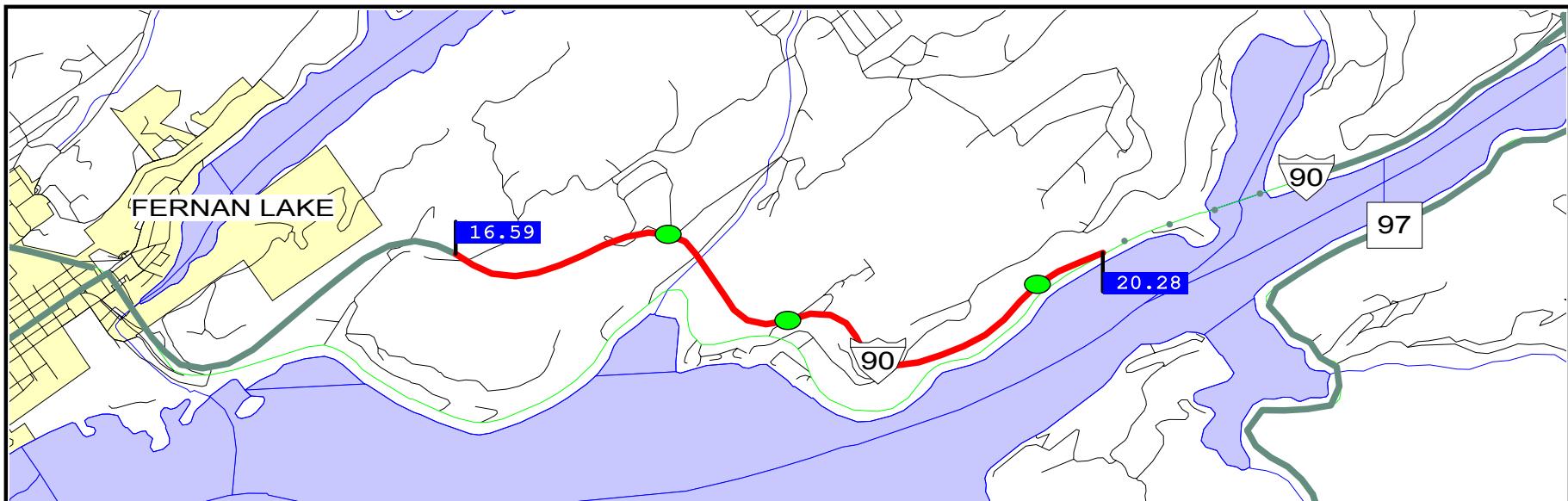
BRIDGE KEY	14910
FEATURES	LITTLE HANGMAN
MILEPOST	0.10
SQUARE FOOTAGE	807
PROGRAMMED YEAR	2007
SUFFICIENCY RATING	0.0
WEIGHT RESTRICTION	YES
WIDTH RESTRICTION	YES
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE



RURAL

MILEPOSTS	8.19 - 9.79
COUNTY	KOOTENAI
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	1.596
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	11
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	37
ADT (CURRENT)	43,500
ADT (FUTURE) -- 20 YEAR	109,207
ACCESS CONTROL (CURRENT)	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	2000
SEAL COAT YEAR	----
S/N OR D	2.8
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.69
CRACK/ROUGH/FINAL INDEX	5.0/3.8/4.4

TYPE OF IMPROVEMENT	MAJOR-WIDENING
YEAR OF IMPROVEMENT	2005
SYSTEM DEFICIENCY:	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$297,000
FOR CONSTRUCTION	\$776,000
TOTAL	\$1,073,000
ACCESS CONTROL(FUTURE)	FULL CONTROL
NUM OF LANES(DES.)	6



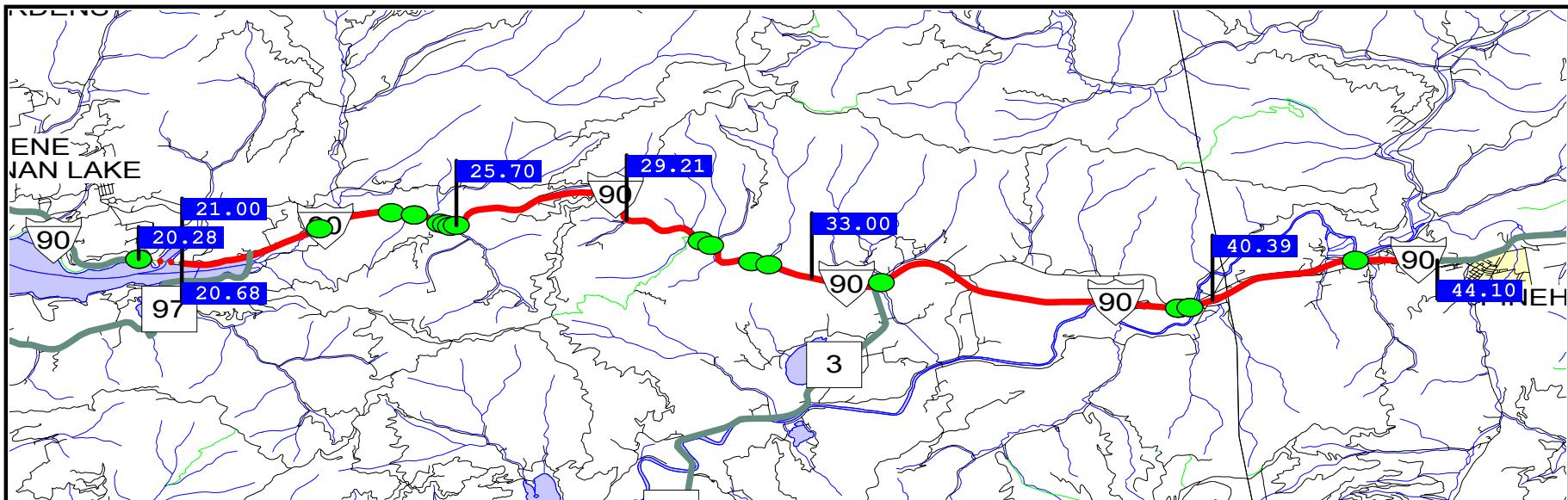
RURAL

MILEPOSTS	16.59 - 20.28
COUNTY	KOOTENAI
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	3.692
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	10
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	10
ADT (CURRENT)	15,080
ADT (FUTURE) -- 20 YEAR	31,247
ACCESS CONTROL (CURRENT)	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1992
SEAL COAT YEAR	----
S/N OR D	7.0
PERCENT TRUCKS--PEAK	11
V/C RATIO	0.32
CRACK/ROUGH/FINAL INDEX	3.5/3.2/3.6

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$1,920,000
TOTAL	\$1,920,000
ACCESS CONTROL(FUTURE)	FULL CONTROL
NUM OF LANES(DES.)	4

HPMS STUDY FOR ROAD SEGMENT : 001660

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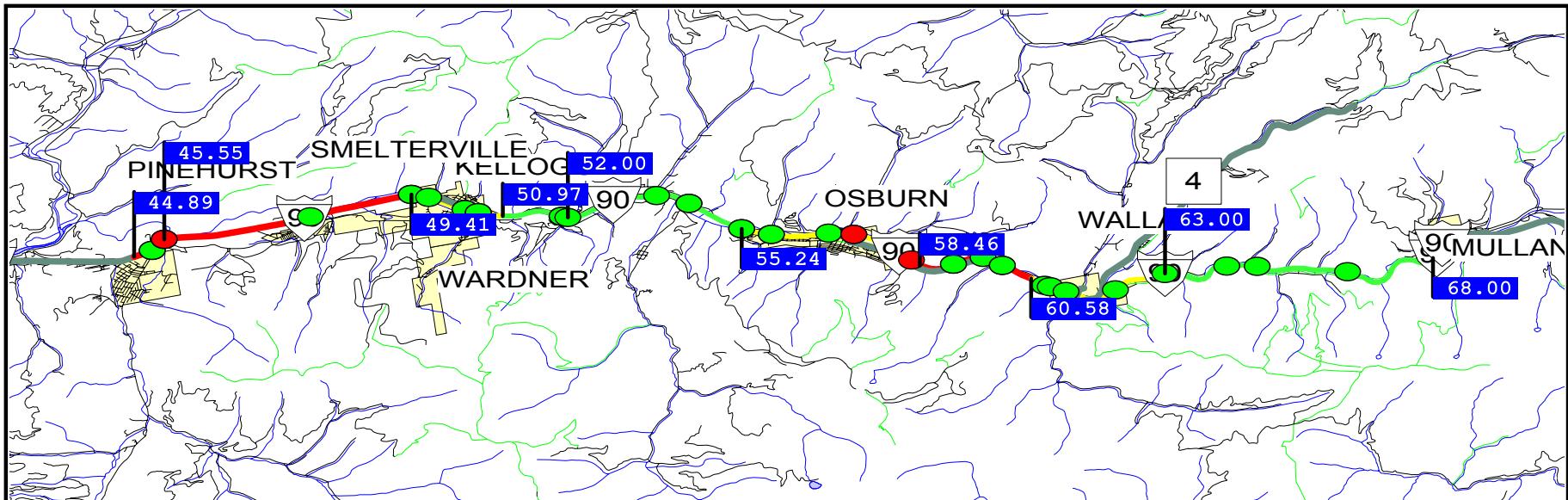


MILEPOSTS	20.28 - 20.68	21.00 - 25.70	25.70 - 29.21	29.21 - 33.00	33.00 - 40.39	40.39 - 44.10
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	SHOSONE
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.402	4.700	3.510	3.790	7.391	3.709
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	10	10	10	11	11
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	11	11	12	12	31	30
ADT (CURRENT)	15,000	12,432	12,000	12,000	11,470	11,000
ADT (FUTURE) -- 20 YEAR	31,082	24,642	23,557	23,557	22,516	21,594
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX	MILL AND INLAY
YEAR OF IMPROVEMENT	1981	1988	1988	1990	1965	1994
SEAL COAT YEAR	1989	1991	1991	----	1994	1994
S/N OR D	4.6	3.1	3.1	6.1	3.6	4.0
PERCENT TRUCKS--PEAK	11	14	14	14	15	15
V/C RATIO	0.28	0.23	0.25	0.25	0.22	0.21
CRACK/ROUGH/FINAL INDEX	4.0/2.7/3.6	4.0/3.2/3.8	3.4/2.8/3.1	2.8/2.6/2.8	2.6/3.3/3.4	5.0/3.3/4.1

HIGHWAY IMPROVEMENT #1

PAGE 74

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH ALIGNMNT IMPROV	RESURFACE	RESURFACE	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2011	2007	2006	2004	2003	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		HORIZ ALIGNMENT				
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$282,000	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$153,000	\$4,568,000	\$1,825,000	\$1,971,000	\$2,868,000	\$1,439,000
TOTAL	\$153,000	\$4,850,000	\$1,825,000	\$1,971,000	\$2,868,000	\$1,439,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4	4	4	4	4



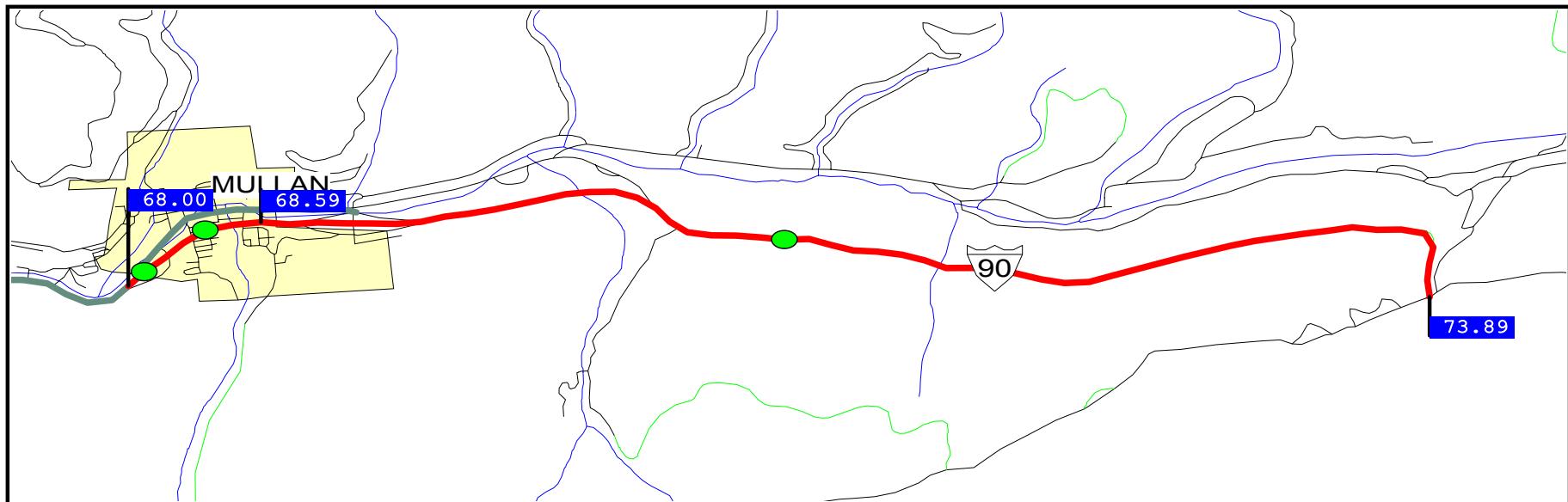
RURAL

MILEPOSTS	44.89 - 45.55	45.55 - 49.41	50.97 - 52.00	52.00 - 55.24	58.46 - 60.58	63.00 - 68.00
COUNTY	SHOSHONE	SHOSHONE	SHOSHONE	SHOSHONE	SHOSHONE	SHOSHONE
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	MOUNTAINOUS	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.660	3.866	1.031	3.239	2.119	5.000
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	RIGID PLAIN JNT	HIGH FLEXIBLE
SHOULDER	11	11	11	10	10	8
WIDTH	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	PORTLND CC	BITUMINOUS
MEDIAN WIDTH	29	29	29	29	10	6
ADT (CURRENT)	14,034	14,708	12,000	11,877	9,788	7,601
ADT (FUTURE) -- 20 YEAR	27,549	28,872	23,557	23,315	19,214	14,921
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	PLNT MIX OVLAY	REHAB CONCRETE	PLNT MIX OVLAY	GRD&JT SEAL CON	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1994	1996	1985	1997	1986	1994
SEAL COAT YEAR	1994	1994	1994	----	----	----
S/N OR D	4.5	2.5	5.7	5.9	8	5.9
PERCENT TRUCKS--PEAK	12	11	12	12	15	18
V/C RATIO	0.26	0.28	0.25	0.23	0.20	0.16
CRACK/ROUGH/FINAL INDEX	5.0/2.9/3.9	4.8/3.5/4.2	5.0/3.2/4.1	5.0/3.4/4.2	3.8/2.2/3.0	4.8/3.1/4.0

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2013	2010	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$0
FOR CONSTRUCTION	\$251,000	\$1,469,000	\$1,102,000
TOTAL	\$251,000	\$1,469,000	\$1,102,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4	4

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	17085
FEATURES	PINEHURST ROAD
MILEPOST	45.49
SQUARE FOOTAGE	10017
PROGRAMMED YEAR	
SUFFICIENCY RATING	57.2
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT



RURAL

MILEPOSTS	68.00 - 68.59	68.59 - 73.89
COUNTY	SHOSHONE	SHOSHONE
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO
STRUCTURES	YES	YES
TERRAIN TYPE	RURAL-FLAT	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	0.591	5.297
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	RIGID PLAIN JNT	RIGID PLAIN JNT
SHOULDER		
WIDTH	10	8
MATERIAL TYPE	TIED PORTLND CC	TIED PORTLND CC
MEDIAN WIDTH	4	6
ADT (CURRENT)	6,300	6,112
ADT (FUTURE) -- 20 YEAR	12,367	11,998
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	GRD&JT SEAL CON	GRD&JT SEAL CON
YEAR OF IMPROVEMENT	1986	1986
SEAL COAT YEAR	----	----
S/N OR D	8	8
PERCENT TRUCKS--PEAK	21	22
V/C RATIO	0.12	0.13
CRACK/ROUGH/FINAL INDEX	3.0/1.8/2.6	3.0/2.3/2.9

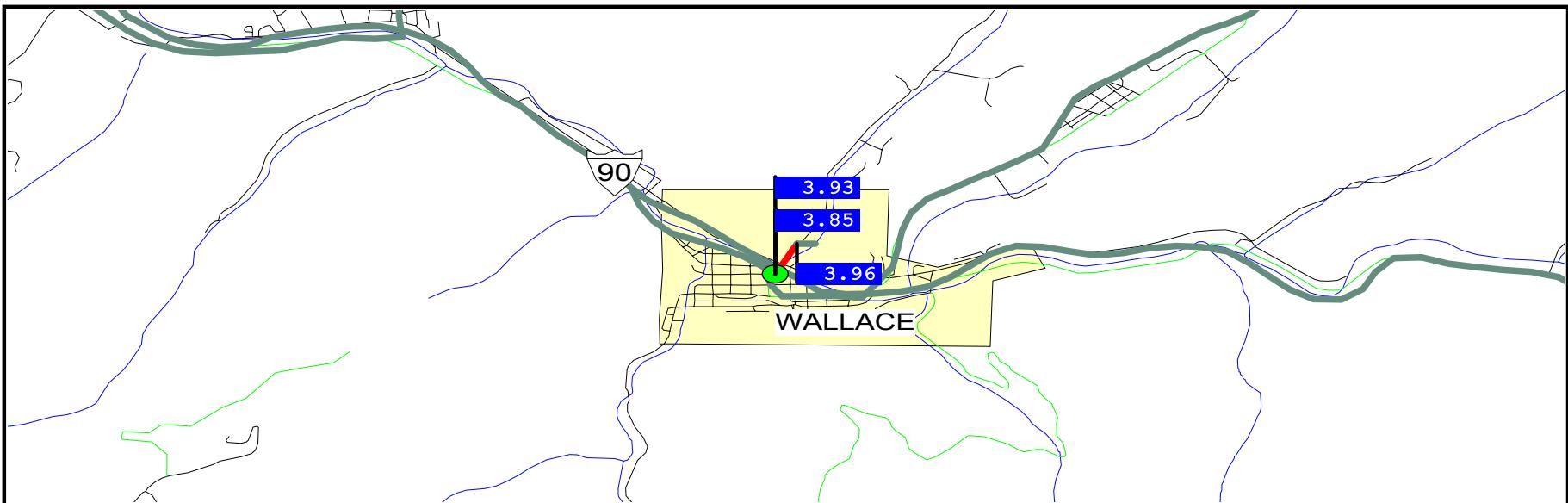
HIGHWAY IMPROVEMENT #1

PAGE 78

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2005	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$225,000	\$2,754,000
TOTAL	\$225,000	\$2,754,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4

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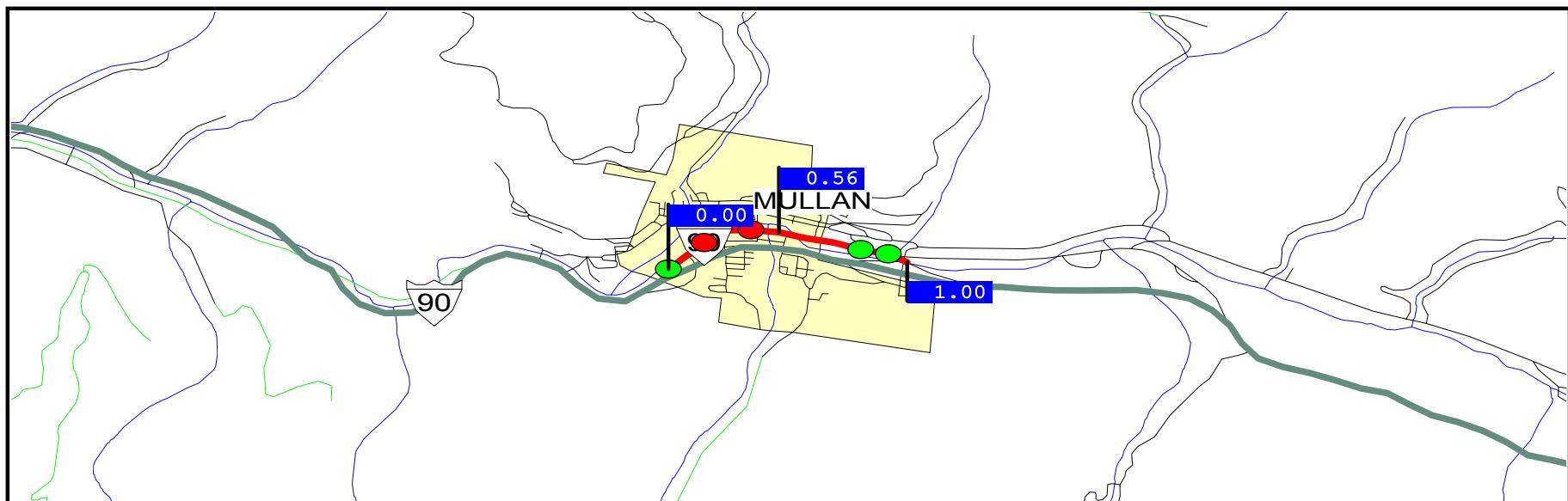
RURAL

MILEPOSTS	3.85 - 3.93	3.93 - 3.96
COUNTY	SHOSHONE	SHOSHONE
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	DENSE	DENSE
SECTION LENGTH	0.081	0.029
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	10
MATERIAL TYPE	CURBED	STABILIZED
MEDIAN WIDTH	--	--
ADT (CURRENT)	1,900	2,000
ADT (FUTURE) -- 20 YEAR	3,485	3,669
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	NO INFORMATION
YEAR OF IMPROVEMENT	0000	0000
SEAL COAT YEAR	-----	-----
S/N OR D	2.8	2.8
PERCENT TRUCKS--PEAK	3	4
V/C RATIO	0.15	0.14
CRACK/ROUGH/FINAL INDEX	3.0/1.0/2.2	3.0/1.0/2.2

HIGHWAY IMPROVEMENT #1

PAGE 80

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2009	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$20,000	\$7,000
TOTAL	\$20,000	\$7,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2



RURAL

MILEPOSTS	0.00 - 0.56	0.56 - 1.00
COUNTY	SHOSHONE	SHOSHONE
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XNGS	NO	NO
STRUCTURES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	DENSE
SECTION LENGTH	0.565	0.435
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS
SHOULDER		
WIDTH	8	5
MATERIAL TYPE	STABILIZED	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	984	753
ADT (FUTURE) -- 20 YEAR	1,297	992
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1937	1973
SEAL COAT YEAR	----	----
S/N OR D	1.7	2.4
PERCENT TRUCKS--PEAK	11	22
V/C RATIO	0.04	0.03
CRACK/ROUGH/FINAL INDEX	2.5/1.8/2.2	3.0/1.7/2.6

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2005	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$78,000	\$60,000
TOTAL	\$78,000	\$60,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

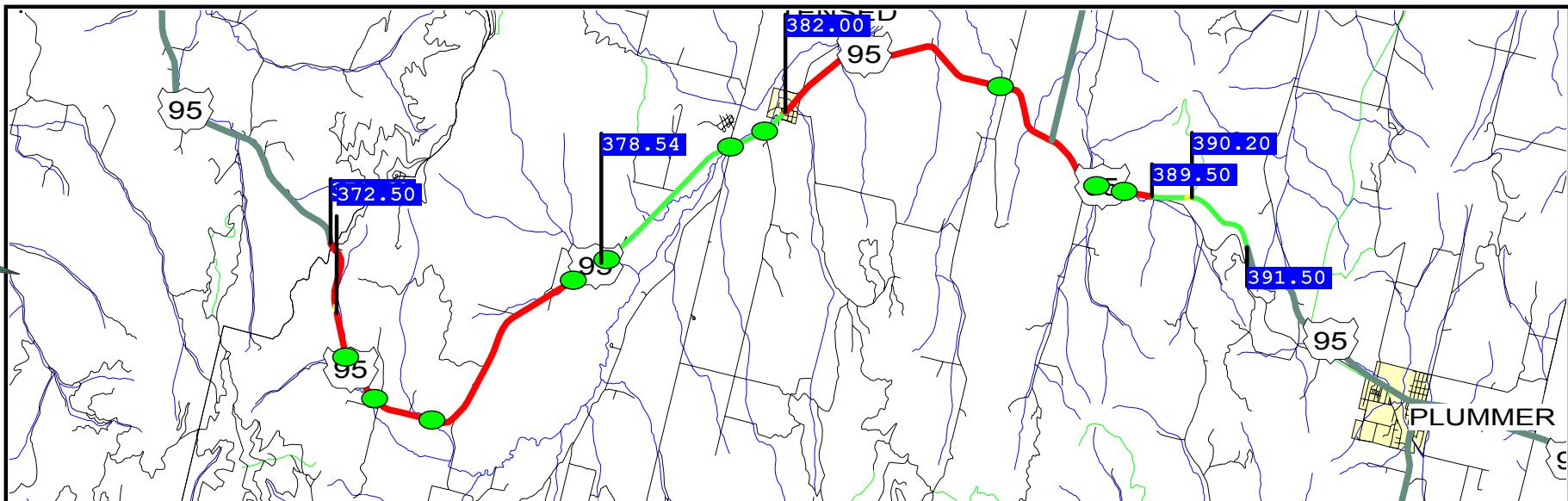
BRIDGE KEY	17375
FEATURES	S.FK.COEUR D'A
MILEPOST	0.23
SQUARE FOOTAGE	2782
PROGRAMMED YEAR	
SUFFICIENCY RATING	47.2
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT

STRUCTURE REPLACEMENTS

BRIDGE KEY	17380
FEATURES	S.FK.COEUR D'A
MILEPOST	0.46
SQUARE FOOTAGE	3122
PROGRAMMED YEAR	
SUFFICIENCY RATING	0.0
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 4 0

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RURAL

MILEPOSTS	371.60 - 372.50	372.50 - 378.54	378.54 - 382.00	382.00 - 389.50	389.50 - 390.20	390.20 - 391.50
COUNTY	BENEWAH	BENEWAH	BENEWAH	BENEWAH	BENEWAH	BENEWAH
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.901	6.040	3.460	7.500	0.700	1.300
NUM OF LANES (EXISTING)	2	2	2	2	2	3
LANES	24	24	24	24	24	36
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	4	2	5	4	8	5
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,100	2,357	2,446	2,572	2,500	2,500
ADT (FUTURE) -- 20 YEAR	3,120	3,475	3,599	3,799	3,700	3,700
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	ROAD MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1963	1991	1994	1971	1993	1993
SEAL COAT YEAR	1992	1992	1992	1992	1992	1992
S/N OR D	3.0	4.3	4.3	3.0	3.6	3.6
PERCENT TRUCKS--PEAK	13	11	10	11	12	12
V/C RATIO	0.12	0.14	0.14	0.15	0.14	0.10
CRACK/ROUGH/FINAL INDEX	2.0/2.5/2.2	4.0/3.4/3.7	5.0/3.6/4.4	5.0/4.0/4.5	4.5/3.5/4.0	4.8/3.3/4.1

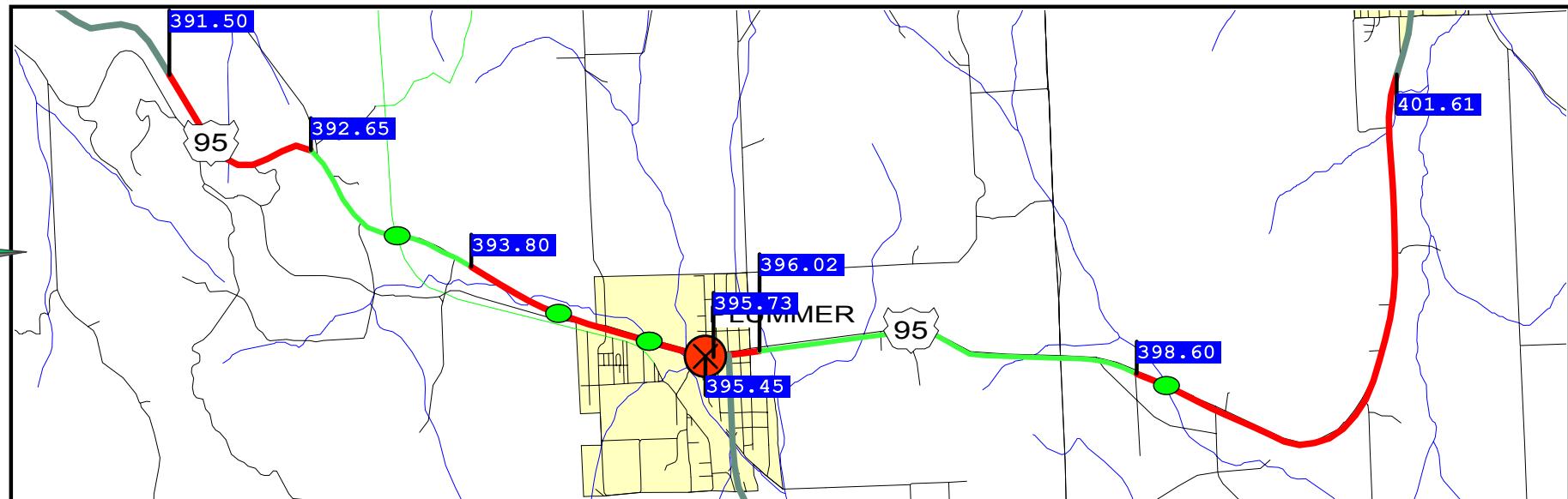
HIGHWAY IMPROVEMENT #1

PAGE 84

TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2003	2014	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	VERT ALIGNMENT		SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R		
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$47,000	\$60,000	\$390,000
FOR CONSTRUCTION	\$573,000	\$2,042,000	\$4,770,000
TOTAL	\$620,000	\$2,102,000	\$5,160,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 4 0

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RURAL

	391.50 - 392.65 BENEWAH	392.65 - 393.80 BENEWAH	393.80 - 395.45 BENEWAH	395.73 - 396.02 BENEWAH	396.02 - 398.60 BENEWAH	398.60 - 401.61 KOOTENAI
COUNTY	BENEWAH	BENEWAH	BENEWAH	BENEWAH	BENEWAH	KOOTENAI
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	YES	NO	NO	NO
STRUCTURES	NO	YES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	DENSE	RURAL	RURAL
SECTION LENGTH	1.150	1.150	1.650	0.288	2.578	3.014
NUM OF LANES (EXISTING)	2	3	2	2	2	2
LANES	24	36	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	CURBED	COMBINATION	BITUMINOUS
SHOULDER	8	6	8	0	3	8
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	CURBED	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,500	2,617	3,051	4,650	4,432	4,158
ADT (FUTURE) -- 20 YEAR	3,700	3,866	4,481	6,736	6,458	6,070
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	ONE LANE	TWO LANES	PARTIAL LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1993	1993	1993	1968	1994	1996
SEAL COAT YEAR	1992	1992	1992	1992	1977	1977
S/N OR D	3.6	3.6	3.6	3.9	5.2	3.1
PERCENT TRUCKS--PEAK	12	12	10	5	7	7
V/C RATIO	0.14	0.10	0.17	0.29	0.26	0.23
CRACK/ROUGH/FINAL INDEX	4.0/3.5/3.8	4.5/3.4/4.0	4.0/3.5/3.8	2.1/1.8/2.0	5.0/3.7/4.4	5.0/3.5/4.3

HIGHWAY IMPROVEMENT #1

PAGE 86

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2014	2014	2003	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$189,000	\$271,000	\$47,000	\$494,000
TOTAL	\$189,000	\$271,000	\$47,000	\$494,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

 844899F
 1
 0
 0 TO 20
 ASPHALT

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

 4
 2
 2
 0
 2
 2
 0
 0
 0
 NO

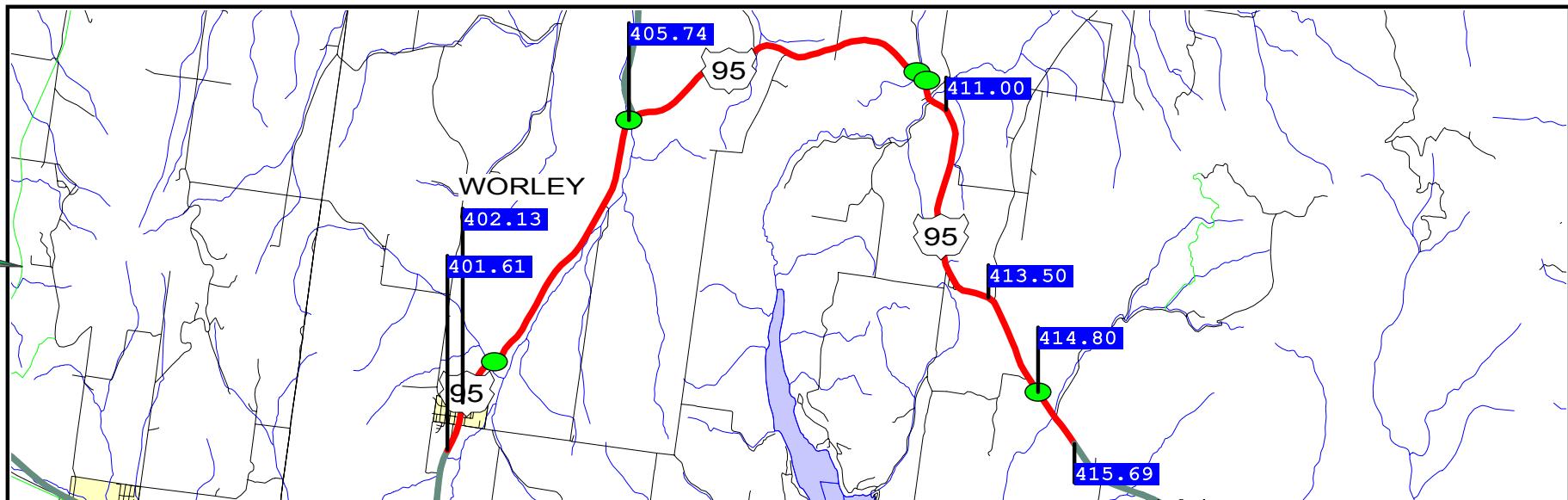
R R C R O S S I N G I M P R O V E M E N T

 CHANGE SURFACE
 00
 SURFACE

 \$0
 \$50,000
 \$0
 \$50,000
 \$2,500
 CONCRETE SLAB

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 4 0

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RURAL

MILEPOSTS	401.61 - 402.13	402.13 - 405.74	405.74 - 411.00	411.00 - 413.50	413.50 - 414.80	414.80 - 415.69
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.518	3.611	5.261	2.500	1.300	0.891
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	STABILIZED	COMBINATION	COMBINATION	STABILIZED	COMBINATION
SHOULDER	3	1	2	2	1	10
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	STABILIZED	COMBINATION	COMBINATION	STABILIZED	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	4,134	4,855	3,704	3,375	3,700	3,700
ADT (FUTURE) -- 20 YEAR	6,000	7,005	5,376	4,927	5,402	5,402
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	ROAD MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	PAVMT XTNG GRVL	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1951	1976	1976	2000	1936	1936
SEAL COAT YEAR	1977	1978	1978	1978	----	----
S/N OR D	3.0	3.9	3.9	3.7	2.2	2.2
PERCENT TRUCKS--PEAK	6	4	6	7	8	8
V/C RATIO	0.24	0.29	0.22	0.20	0.22	0.20
CRACK/ROUGH/FINAL INDEX	2.0/2.9/2.4	2.4/3.2/2.8	2.5/3.0/2.7	4.0/3.3/3.7	2.3/2.6/2.4	2.4/2.5/2.4

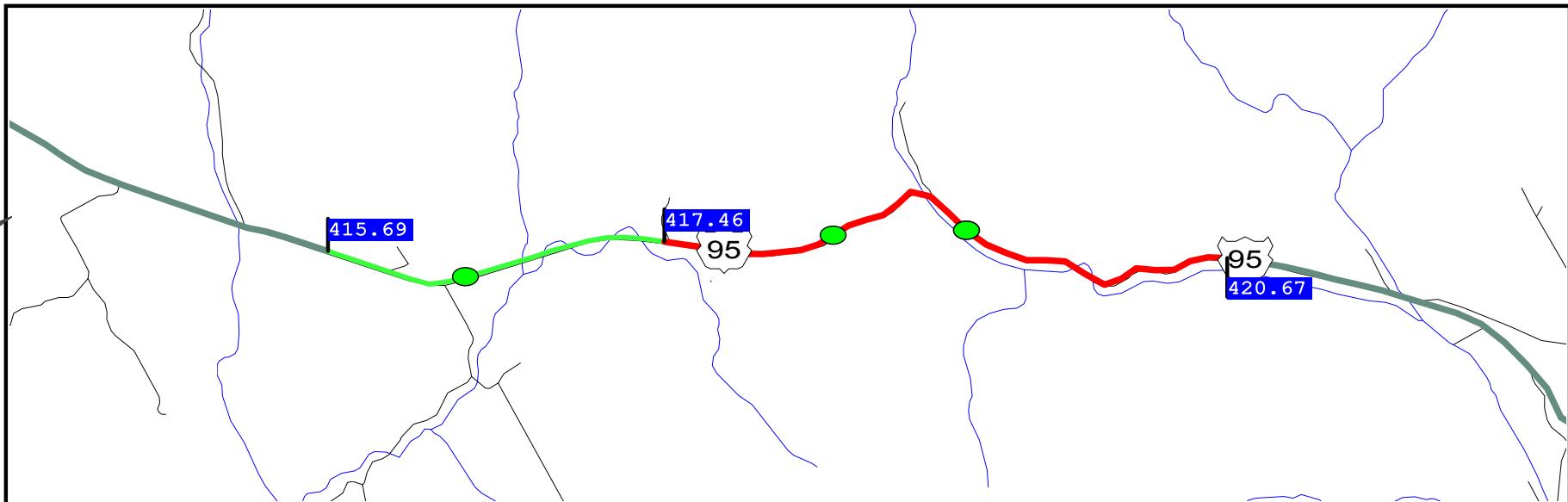
HIGHWAY IMPROVEMENT #1

PAGE 90

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLD/R IMPROVE & ALIGN	RESURFACE			
YEAR OF IMPROVEMENT	2003	2003	2004	2014	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	HORIZ ALIGNMENT	HORIZ ALIGNMENT	HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHLD WIDTH-R	VERT ALIGNMENT	SHLD WIDTH-R		
SYSTEM DEFICIENCY:						
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$5,000	\$188,000	\$274,000	\$130,000	\$68,000	\$0
FOR CONSTRUCTION	\$175,000	\$2,297,000	\$3,346,000	\$1,590,000	\$827,000	\$146,000
TOTAL	\$180,000	\$2,485,000	\$3,620,000	\$1,720,000	\$895,000	\$146,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2	2

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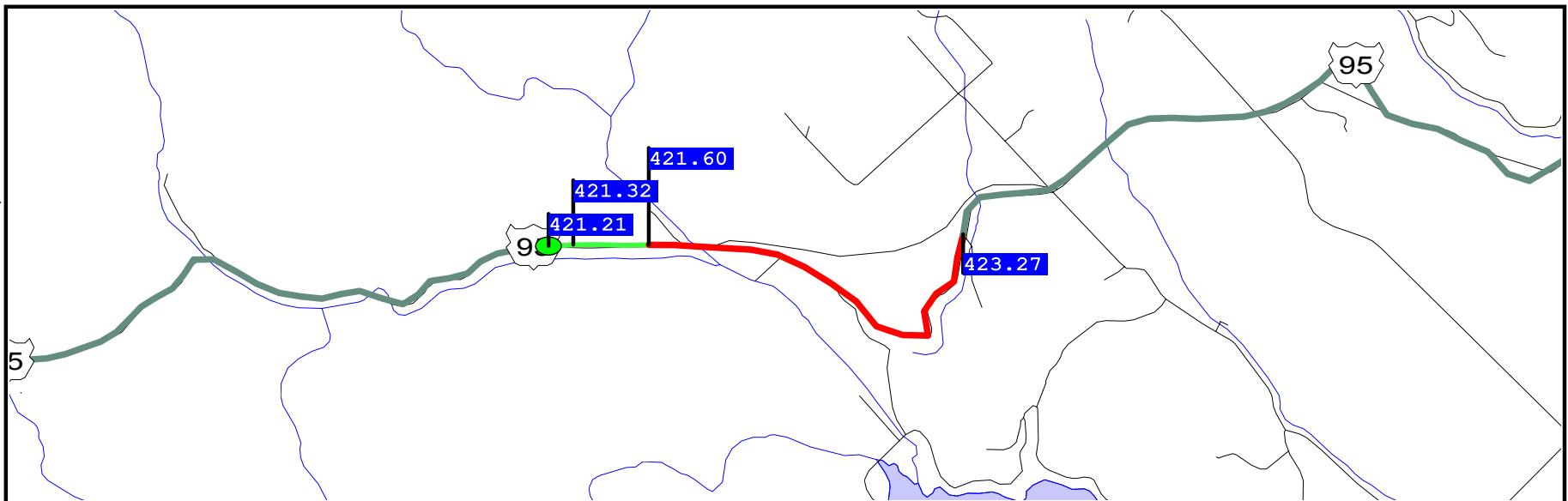
RURAL

MILEPOSTS	415.69 - 417.46	417.46 - 420.67
COUNTY	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	1.770	3.209
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	1	1
MATERIAL TYPE	STABILIZED	STABILIZED
MEDIAN WIDTH	--	--
ADT (CURRENT)	3,783	3,800
ADT (FUTURE) -- 20 YEAR	5,556	5,581
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	ROAD MIX OVLAY	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1964	1964
SEAL COAT YEAR	----	----
S/N OR D	3.3	3.3
PERCENT TRUCKS--PEAK	9	10
V/C RATIO	0.08	0.08
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.1	5.0/3.1/4.1

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$77,000
FOR CONSTRUCTION	\$2,785,000
TOTAL	\$2,862,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4

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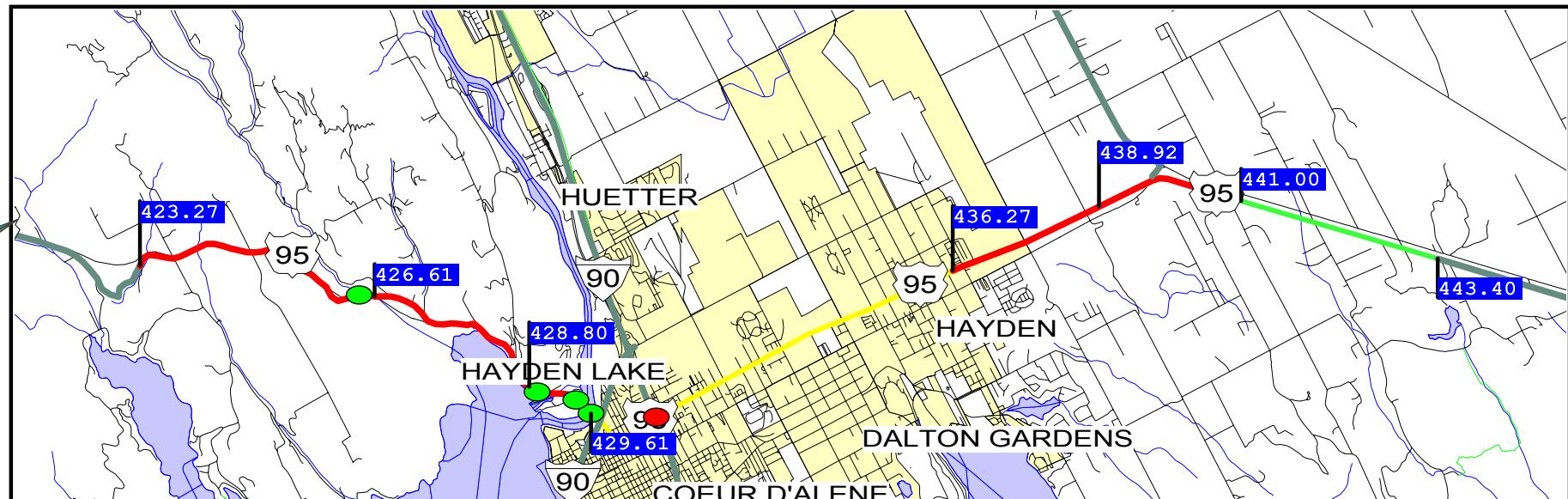
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RURAL

MILEPOSTS	421.21 - 421.32	421.32 - 421.60	421.60 - 423.27
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	0.114	0.278	1.668
NUM OF LANES (EXISTING)	4	3	3
LANES			
WIDTH	48	36	36
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	5	5	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	3,800	3,800	3,800
ADT (FUTURE) -- 20 YEAR	5,581	5,581	5,581
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1988	1988	1988
SEAL COAT YEAR	1995	1995	1995
S/N OR D	4.4	4.4	4.4
PERCENT TRUCKS--PEAK	10	10	10
V/C RATIO	0.08	0.17	0.17
CRACK/ROUGH/FINAL INDEX	5.0/2.5/3.8	5.0/3.7/4.4	2.4/3.3/2.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMNT
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$30,000
FOR CONSTRUCTION	\$1,086,000
TOTAL	\$1,116,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	3



RURAL

	423.27 - 426.61 KOOTENAI	426.61 - 428.80 KOOTENAI	428.80 - 429.61 KOOTENAI	436.27 - 438.93 KOOTENAI	438.92 - 441.00 KOOTENAI	441.00 - 443.40 KOOTENAI
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.344	2.186	0.806	2.653	2.075	2.404
NUM OF LANES (EXISTING)	3	4	2	2	2	4
LANES						
WIDTH	36	48	24	24	24	48
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER						
WIDTH	8	8	8	8	6	4
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	5,403	5,623	7,966	17,293	14,000	13,152
ADT (FUTURE) -- 20 YEAR	7,935	8,209	11,584	25,049	20,359	19,126
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	PARTIAL LANE	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLANT MIX SEAL	PLANT MIX SEAL	PLANT MIX SEAL	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1993	1993	1995	1995	1995	1996
SEAL COAT YEAR	----	1986	1986	1986	1986	1986
S/N OR D	6.3	7.0	3.2	4.7	3.2	4.0
PERCENT TRUCKS--PEAK	9	7	7	5	7	6
V/C RATIO	0.24	0.11	0.40	0.87	0.71	0.28
CRACK/ROUGH/FINAL INDEX	4.0/3.1/3.6	4.0/3.6/3.8	3.5/2.5/3.0	4.5/3.2/3.9	3.2/3.3/3.2	5.0/3.4/4.2

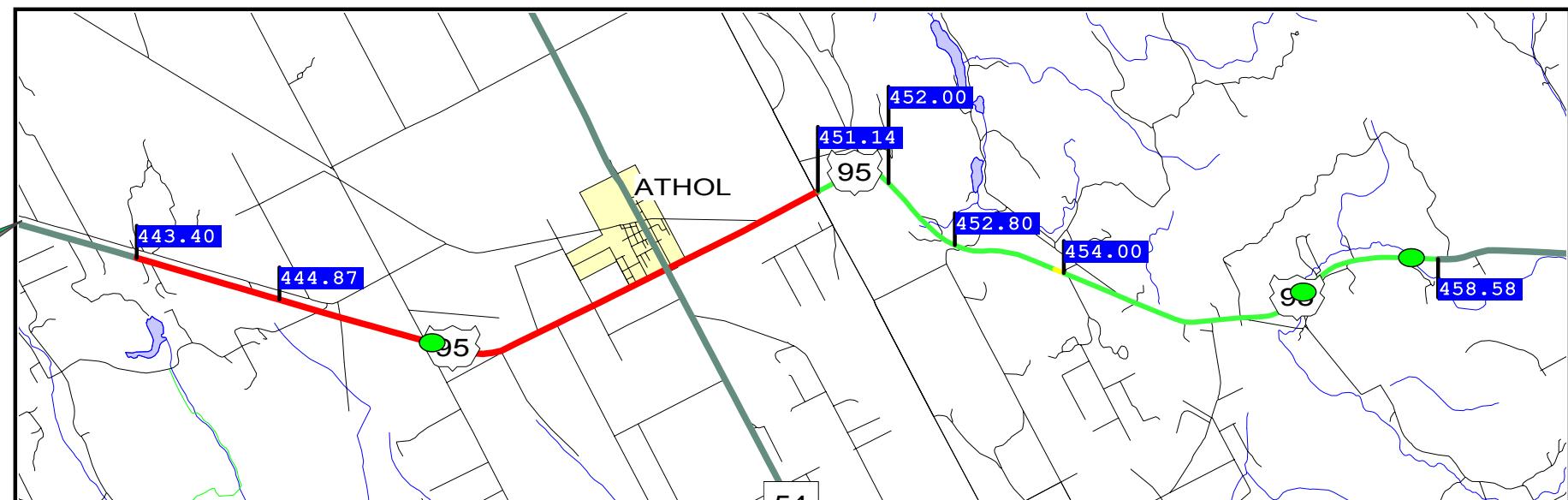
HIGHWAY IMPROVEMENT #1

PAGE 96

TYPE OF IMPROVEMENT	RESURFACE 2015	RESURFACE 2014	RESURFACE 2007	RECONST-FREEWAY 2003	RECONST-FREEWAY 2007
YEAR OF IMPROVEMENT				VOLUME/CAPACITY NUMBER OF LANES	PSR < RESRF-PSR SHOULDER TYPE SHLD WIDTH-R VOLUME/CAPACITY NUMBER OF LANES
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR		
SYSTEM DEFICIENCY:					
SYSTEM DEFICIENCY:					
SYSTEM DEFICIENCY:					
SYSTEM DEFICIENCY:					
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$499,000	\$390,000
FOR CONSTRUCTION	\$1,304,000	\$1,137,000	\$132,000	\$5,062,000	\$3,959,000
TOTAL	\$1,304,000	\$1,137,000	\$132,000	\$5,561,000	\$4,349,000
ACCESS CONTROL (FUTURE)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	3	4	2	4	4

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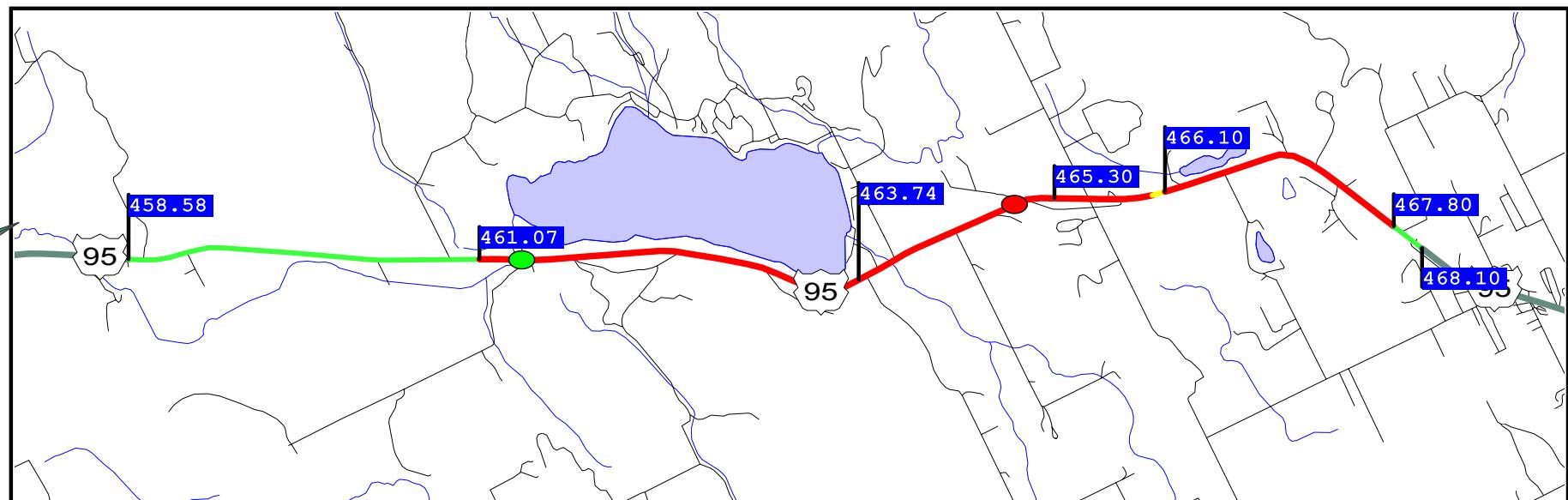
RURAL

MILEPOSTS	443.40 - 444.87	444.87 - 451.13	451.14 - 452.00	452.00 - 452.80	452.80 - 454.00	454.00 - 458.58
COUNTY	KOOTENAI	KOOTENAI	BONNER	BONNER	BONNER	BONNER
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.462	6.269	0.865	0.800	1.200	4.580
NUM OF LANES (EXISTING)	2	2	3	2	3	2
LANES						
WIDTH	24	24	36	24	36	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	12	12	4	5	5	6
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	13,000	11,437	8,400	8,114	8,000	8,093
ADT (FUTURE) -- 20 YEAR	18,905	16,632	12,215	11,846	11,702	11,885
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1996	1996	1978	1978	1978	1977
SEAL COAT YEAR	1986	1995	1995	1995	1995	1995
S/N OR D	4.0	4.1	4.3	4.3	4.3	4.6
PERCENT TRUCKS--PEAK	6	7	6	8	8	10
V/C RATIO	0.66	0.53	0.30	0.42	0.28	0.41
CRACK/ROUGH/FINAL INDEX	5.0/3.9/4.5	3.0/3.6/3.3	5.0/4.0/4.5	5.0/4.0/4.5	5.0/3.7/4.4	5.0/3.9/4.5

HIGHWAY IMPROVEMENT #1

PAGE 98

TYPE OF IMPROVEMENT	RECONST-FREEWAY	RESURFACE
YEAR OF IMPROVEMENT	2011	2007
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	NUMBER OF LANES	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$275,000	\$0
FOR CONSTRUCTION	\$2,789,000	\$991,000
TOTAL	\$3,064,000	\$991,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	2



RURAL

MILEPOSTS	458.58 - 461.07	461.07 - 463.74	463.74 - 465.30	465.30 - 466.10	466.10 - 467.80	467.80 - 468.10
COUNTY	BONNER	BONNER	BONNER	BONNER	BONNER	BONNER
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.490	2.672	1.558	0.800	1.700	0.300
NUM OF LANES (EXISTING)	4	2	2	2	2	4
LANES	48	24	24	24	24	48
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	3	6	7	7	7	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	8,200	8,285	9,075	9,880	9,871	10,000
ADT (FUTURE) -- 20 YEAR	12,090	12,167	13,197	14,340	14,411	14,628
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1996	1978	1962	1962	1962	2001
SEAL COAT YEAR	1995	1995	1995	1995	1995	1986
S/N OR D	5.9	3.6	2.4	2.4	2.4	4.5
PERCENT TRUCKS--PEAK	11	10	6	6	7	8
V/C RATIO	0.15	0.42	0.46	0.50	0.50	0.18
CRACK/ROUGH/FINAL INDEX	4.1/3.4/3.8	2.8/3.6/3.2	2.3/3.1/2.7	5.0/3.7/4.4	3.0/3.5/3.2	5.0/3.2/4.1

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005	2003	2011	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R			
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$27,000	\$16,000	\$8,000	\$17,000
FOR CONSTRUCTION	\$903,000	\$527,000	\$270,000	\$575,000
TOTAL	\$930,000	\$543,000	\$278,000	\$592,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2	2	2

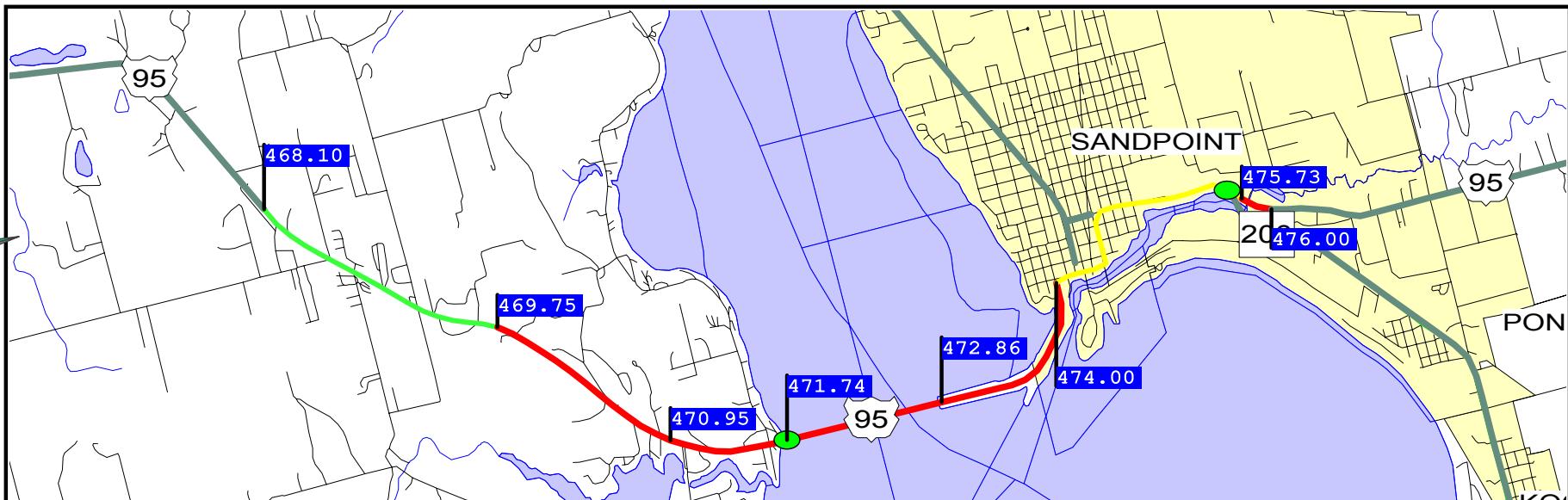
S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

18710
 BNRR;WESTMOND
 465.04
 7395
 2001
 17.0
 NO
 YES
 NO
 STRUC DEFICIENT

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

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	468.10 - 469.75 BONNER	469.75 - 470.95 BONNER	470.95 - 471.74 BONNER	471.74 - 472.86 BONNER	472.86 - 474.00 BONNER	475.73 - 476.00 BONNER
COUNTY	BONNER	BONNER	BONNER	BONNER	BONNER	BONNER
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL	RURAL	RURAL	DENSE
SECTION LENGTH	1.650	1.201	0.792	1.119	1.139	0.269
NUM OF LANES (EXISTING)	4	2	2	2	2	2
LANES						
WIDTH	48	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	RIGID CONT RENF	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	4	7	7	6	6	3
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	12,070	13,000	15,298	17,000	17,000	13,000
ADT (FUTURE) -- 20 YEAR	21,505	25,520	30,031	33,372	33,372	25,520
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	MILL INLAY&OVER	NW CONS/RCN FLX	NW CONS/RCN FLX	MILL INLAY&OVER	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2001	2001	1962	1956	1995	1999
SEAL COAT YEAR	1986	1995	1995	1982	1995	1982
S/N OR D	4.5	4.5	2.4	6	3.4	4.8
PERCENT TRUCKS--PEAK	9	9	9	8	8	5
V/C RATIO	0.22	0.66	0.70	0.78	0.66	0.69
CRACK/ROUGH/FINAL INDEX	5.0/3.8/4.4	5.0/3.6/4.3	5.0/3.5/4.3	3.3/2.6/3.0	4.5/3.2/3.9	5.0/2.3/3.7

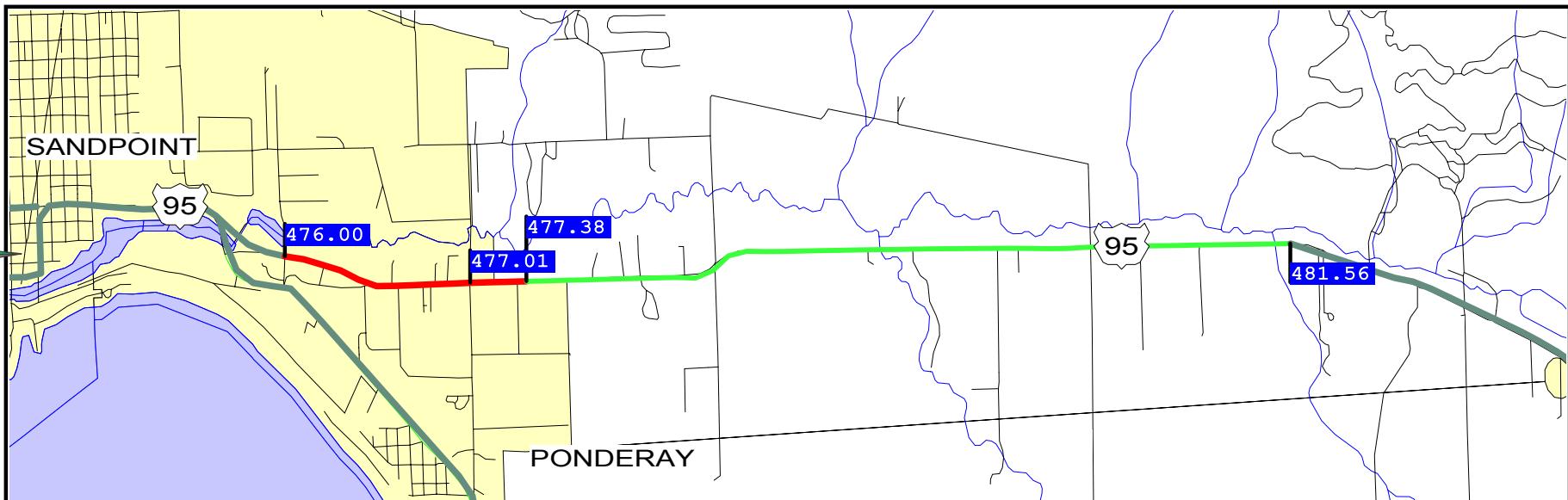
HIGHWAY IMPROVEMENT #1

PAGE 102

TYPE OF IMPROVEMENT	RECONST-FREEWAY 2009	RECONST-FREEWAY 2007	RECONST-FREEWAY 2004	RECONST-FREEWAY 2007	MAJOR-WIDENING 2008
YEAR OF IMPROVEMENT					
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	VOLUME/CAPACITY	VOLUME/CAPACITY	VOLUME/CAPACITY	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES	NUMBER OF LANES	NUMBER OF LANES	HORIZ ALIGNMENT	NUMBER OF LANES
SYSTEM DEFICIENCY:					
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$226,000	\$149,000	\$210,000	\$214,000	\$49,000
FOR CONSTRUCTION	\$2,296,000	\$1,514,000	\$2,140,000	\$2,173,000	\$146,000
TOTAL	\$2,522,000	\$1,663,000	\$2,350,000	\$2,387,000	\$195,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4	4	4	4

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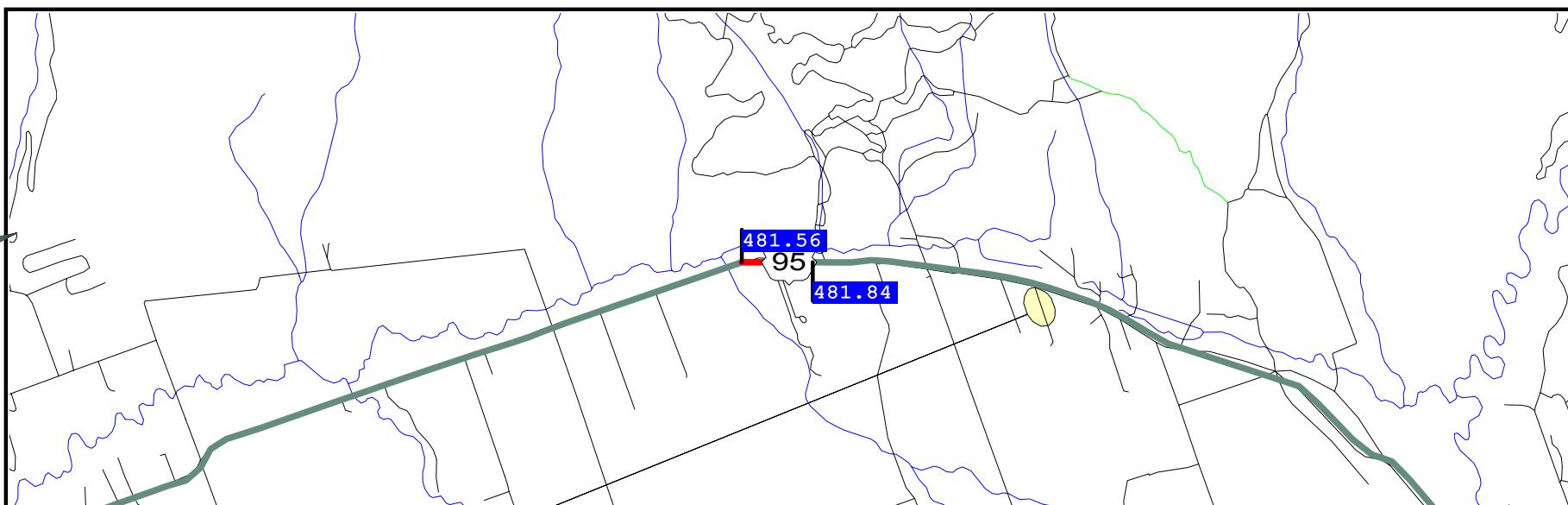


MILEPOSTS	476.00 - 477.01	477.01 - 477.38	477.38 - 481.56
COUNTY	BONNER	BONNER	BONNER
HIGHWAY DISTRICT #	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	DENSE	DENSE	RURAL
SECTION LENGTH	1.010	0.370	4.180
NUM OF LANES (EXISTING)	2	2	4
LANES			
WIDTH	24	24	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	4	4	9
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	11,780	9,702	8,214
ADT (FUTURE) -- 20 YEAR	23,125	19,045	13,251
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	ROAD MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1999	1961	1995
SEAL COAT YEAR	1982	1982	1982
S/N OR D	4.8	4.4	6.8
PERCENT TRUCKS--PEAK	5	6	7
V/C RATIO	0.62	0.51	0.15
CRACK/ROUGH/FINAL INDEX	4.0/3.2/3.6	2.4/2.8/2.6	5.0/3.6/4.3

HIGHWAY IMPROVEMENT #1

PAGE 104

TYPE OF IMPROVEMENT	MAJOR-WIDENING	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011	2003
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	NUMBER OF LANES	SHOULDER TYPE
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$186,000	\$4,000
FOR CONSTRUCTION	\$547,000	\$125,000
TOTAL	\$733,000	\$129,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	2



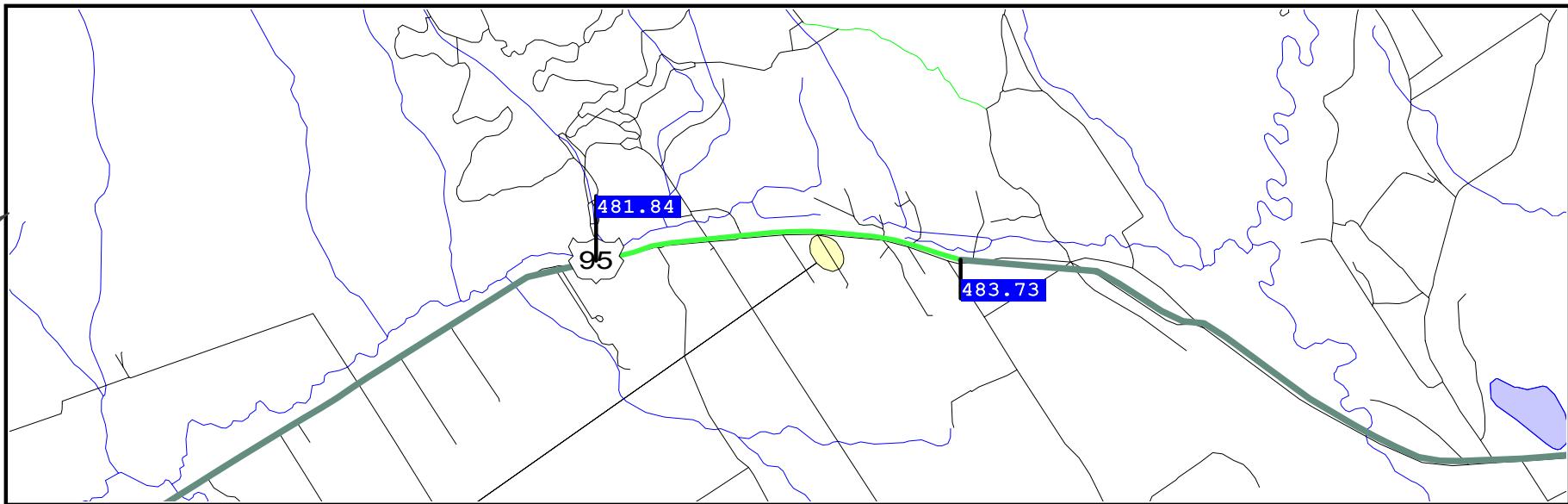
RURAL

MILEPOSTS	481.56 - 481.84
COUNTY	BONNER
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.280
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	9
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	7,800
ADT (FUTURE) -- 20 YEAR	11,365
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	7
V/C RATIO	0.14
CRACK/ROUGH/FINAL INDEX	5.0/3.9/4.5

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$3,000
FOR CONSTRUCTION	\$178,000
TOTAL	\$181,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	4

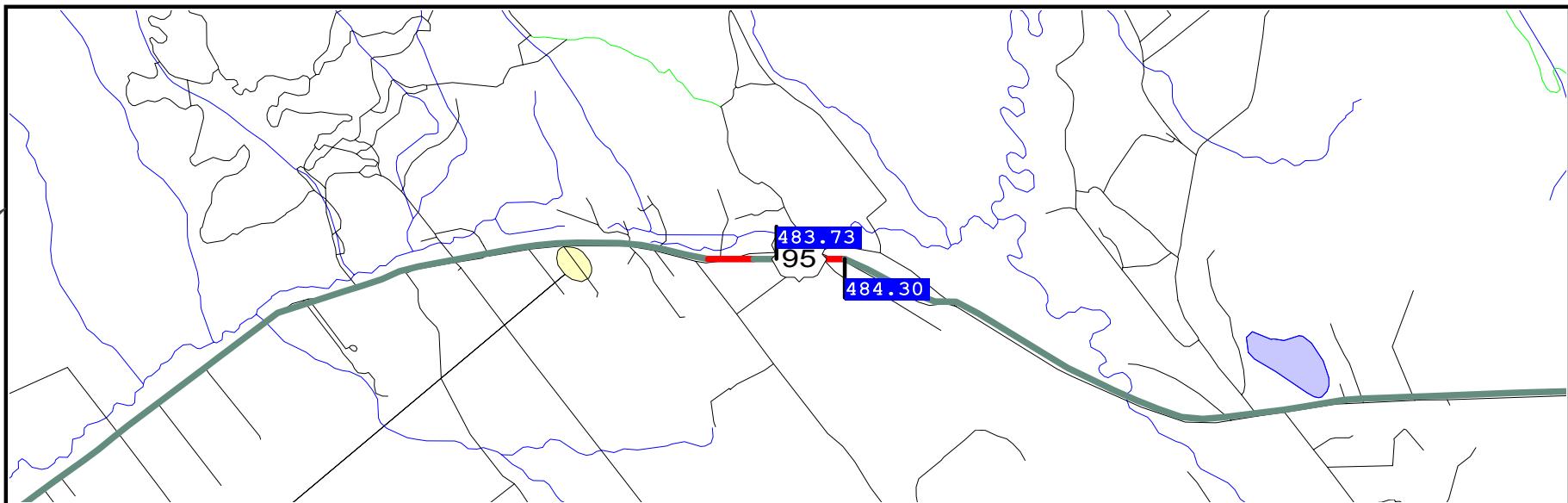
H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 4 0

030215



RURAL

MILEPOSTS 481.84 - 483.73
 COUNTY BONNER
 HIGHWAY DISTRICT # 1
 FUNCTIONAL CLASS OTHER PRIN ART
 FEDERAL AID SYSTEM NHS
 RR-XINGS NO
 STRUCTURES NO
 TERRAIN TYPE RURAL-FLAT
 TYPE OF DEVELOPMENT RURAL
 SECTION LENGTH 1.890
 NUM OF LANES (EXISTING) 2
 LANES
 WIDTH 24
 MATERIAL TYPE HIGH FLEXIBLE
 SHOULDER
 WIDTH 6
 MATERIAL TYPE COMBINATION
 MEDIAN WIDTH --
 ADT (CURRENT) 7,194
 ADT (FUTURE) -- 20 YEAR 10,503
 ACCESS CONTROL (CURRENT) NO CONTROL
 WIDENING FEASIBLE? >= 3 LANES
 AVE. 5 YR. ACC. NOS.
 PAVEMENT IMPROVEMENT NW CONS/RCN FLX
 YEAR OF IMPROVEMENT 1995
 SEAL COAT YEAR 1982
 S/N OR D 6.8
 PERCENT TRUCKS--PEAK 7
 V/C RATIO 0.31
 CRACK/ROUGH/FINAL INDEX 5.0/3.2/4.1



RURAL

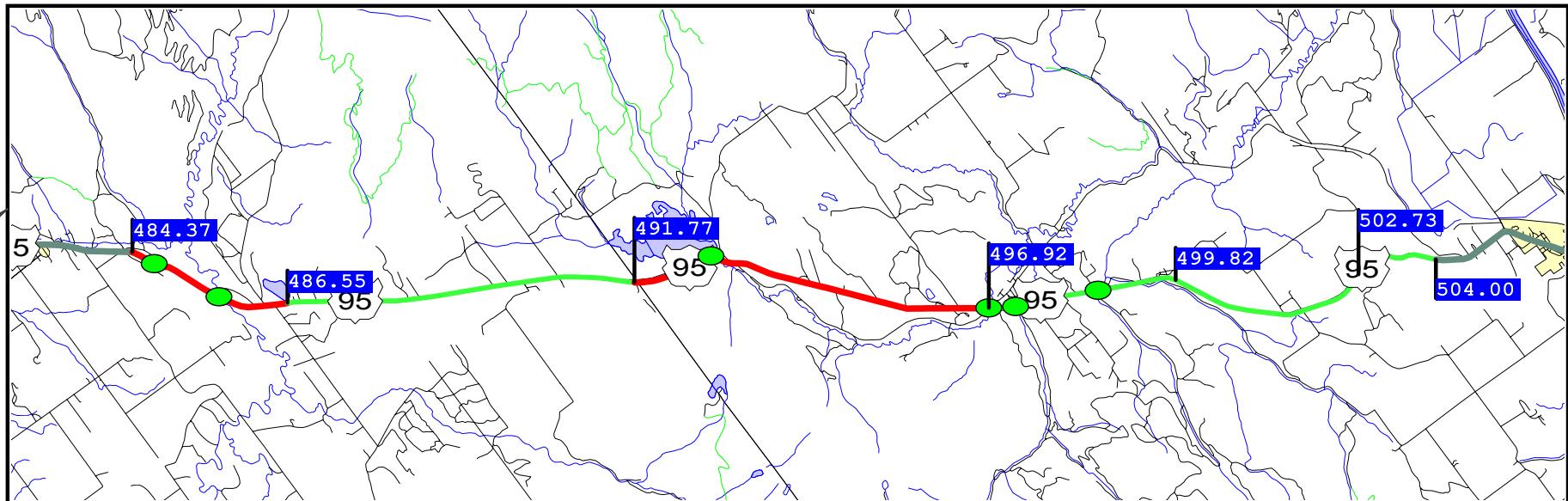


MILEPOSTS	483.73 - 484.30
COUNTY	BONNER
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.572
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	7
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	6,900
ADT (FUTURE) -- 20 YEAR	10,074
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.30
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.1

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$3,000
FOR CONSTRUCTION	\$182,000
TOTAL	\$185,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

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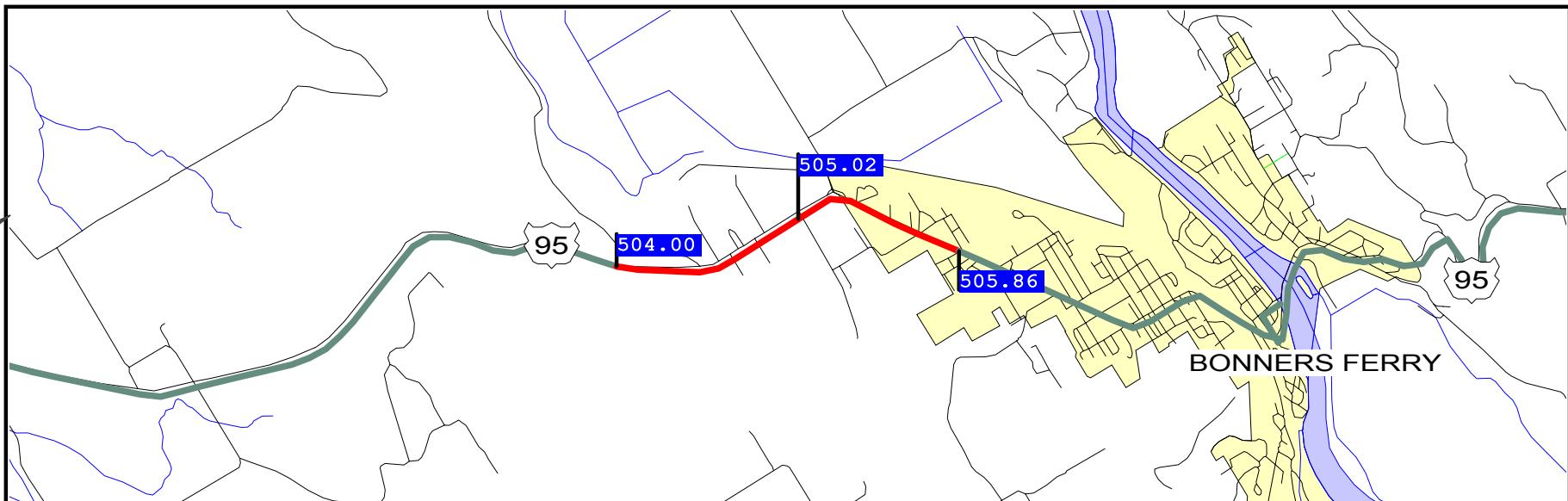
RURAL

MILEPOSTS	484.37 - 486.55	486.55 - 491.77	491.77 - 496.92	496.92 - 499.82	499.82 - 502.73	502.73 - 504.00
COUNTY	BONNER	BONNER	BOUNDARY	BOUNDARY	BOUNDARY	BOUNDARY
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.176	5.221	5.149	2.903	2.911	1.266
NUM OF LANES (EXISTING)	2	2	2	2	3	3
LANES	24	24	24	24	36	36
WIDTH	24	24	24	24	36	36
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	7	4	2	6	6	6
WIDTH	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MATERIAL TYPE	--	--	--	--	--	--
MEDIAN WIDTH	6,127	5,755	4,206	4,314	4,996	4,700
ADT (CURRENT)	8,998	8,485	6,274	6,423	7,395	6,970
ADT (FUTURE) -- 20 YEAR	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
ACCESS CONTROL (CURRENT)	TWO LANES	TWO LANES	TWO LANES	ONE LANE	ONE LANE	TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	C.R.A.B.S.	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1988	1999	2001	1995	1995	1995
SEAL COAT YEAR	1982	2001	2001	1986	1986	1986
S/N OR D	6.0	6.2	2.2	4.1	4.1	4.1
PERCENT TRUCKS--PEAK	10	11	14	14	12	13
V/C RATIO	0.26	0.25	0.25	0.24	0.19	0.18
CRACK/ROUGH/FINAL INDEX	3.3/3.0/3.2	4.6/3.8/4.2	5.0/3.6/4.3	4.5/3.3/3.9	4.5/3.2/3.9	4.5/3.4/4.0

HIGHWAY IMPROVEMENT #1

PAGE 112

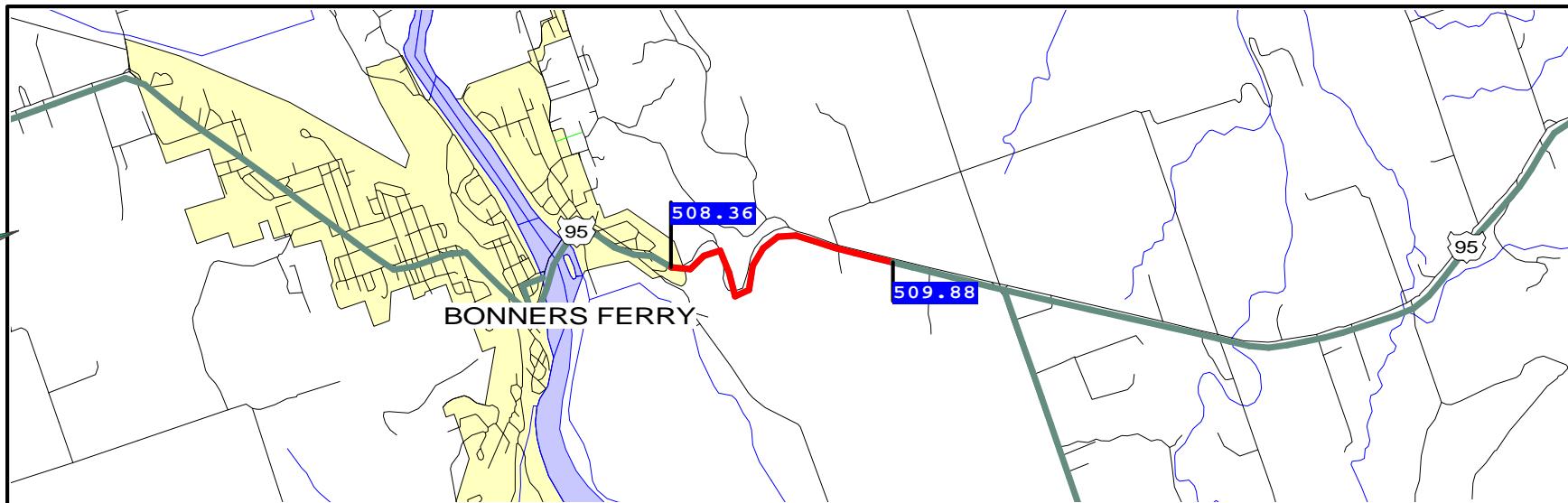
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2009	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$13,000	\$268,000
FOR CONSTRUCTION	\$692,000	\$3,275,000
TOTAL	\$705,000	\$3,543,000
ACCESS CONTROL (FUTURE)	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2



RURAL

MILEPOSTS	504.00 - 505.02	505.02 - 505.86
COUNTY	BOUNDARY	BOUNDARY
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	1.017	0.844
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	6	2
MATERIAL TYPE	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	5,287	9,170
ADT (FUTURE) -- 20 YEAR	7,810	13,361
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1966	1991
SEAL COAT YEAR	1992	1992
S/N OR D	2.8	3.3
PERCENT TRUCKS--PEAK	12	7
V/C RATIO	0.29	0.50
CRACK/ROUGH/FINAL INDEX	3.5/3.5/3.5	2.3/3.2/2.7

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2007	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHOULDER TYPE
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$10,000	\$8,000
FOR CONSTRUCTION	\$344,000	\$285,000
TOTAL	\$354,000	\$293,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2

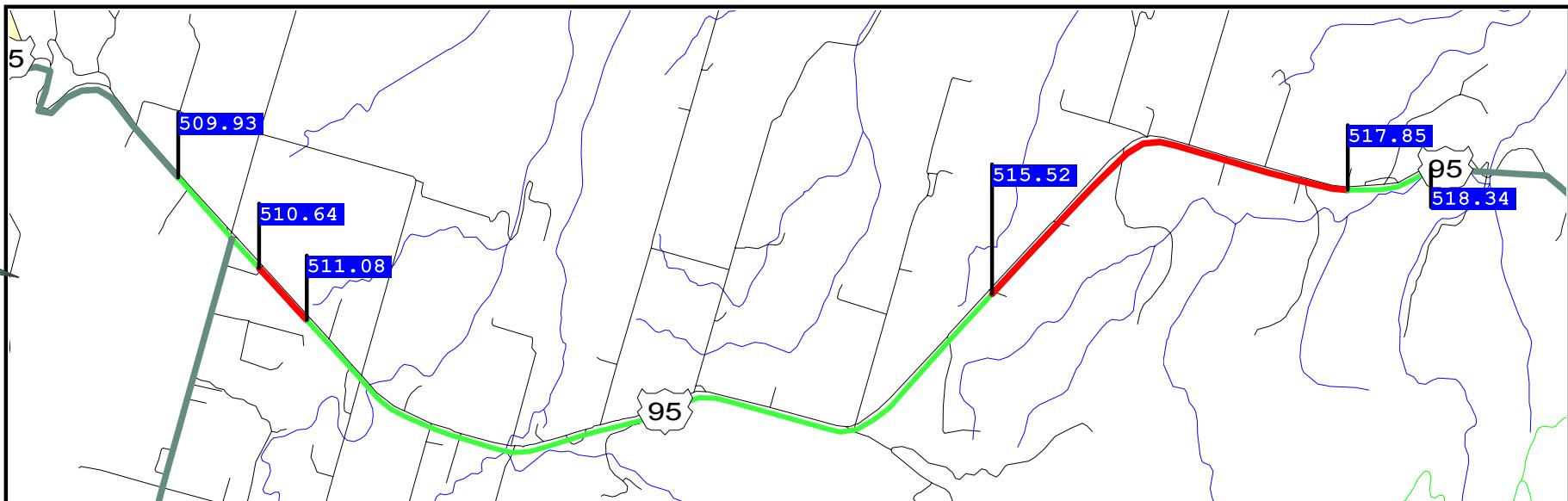


MILEPOSTS 508.36 - 509.88
 COUNTY BOUNDARY
 HIGHWAY DISTRICT # 1
 FUNCTIONAL CLASS OTHER PRIN ART
 FEDERAL AID SYSTEM NHS
 RR-XINGS NO
 STRUCTURES NO
 TERRAIN TYPE MOUNTAINOUS
 TYPE OF DEVELOPMENT RURAL
 SECTION LENGTH 1.515
 NUM OF LANES(EXISTING) 4
 LANES
 WIDTH 48
 MATERIAL TYPE HIGH FLEXIBLE
 SHOULDER
 WIDTH 5
 MATERIAL TYPE BITUMINOUS
 MEDIAN WIDTH --
 ADT (CURRENT) 7,200
 ADT (FUTURE) -- 20 YEAR 10,512
 ACCESS CONTROL(CURRENT) NO CONTROL
 WIDENING FEASIBLE? NO
 AVE. 5 YR. ACC. NOS. .
 PAVEMENT IMPROVEMENT NO INFORMATION
 YEAR OF IMPROVEMENT 0000
 SEAL COAT YEAR 2000
 S/N OR D 2.5
 PERCENT TRUCKS--PEAK 8
 V/C RATIO 0.14
 CRACK/ROUGH/FINAL INDEX 5.0/3.8/4.5

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$36,000
FOR CONSTRUCTION	\$1,315,000
TOTAL	\$1,351,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	4

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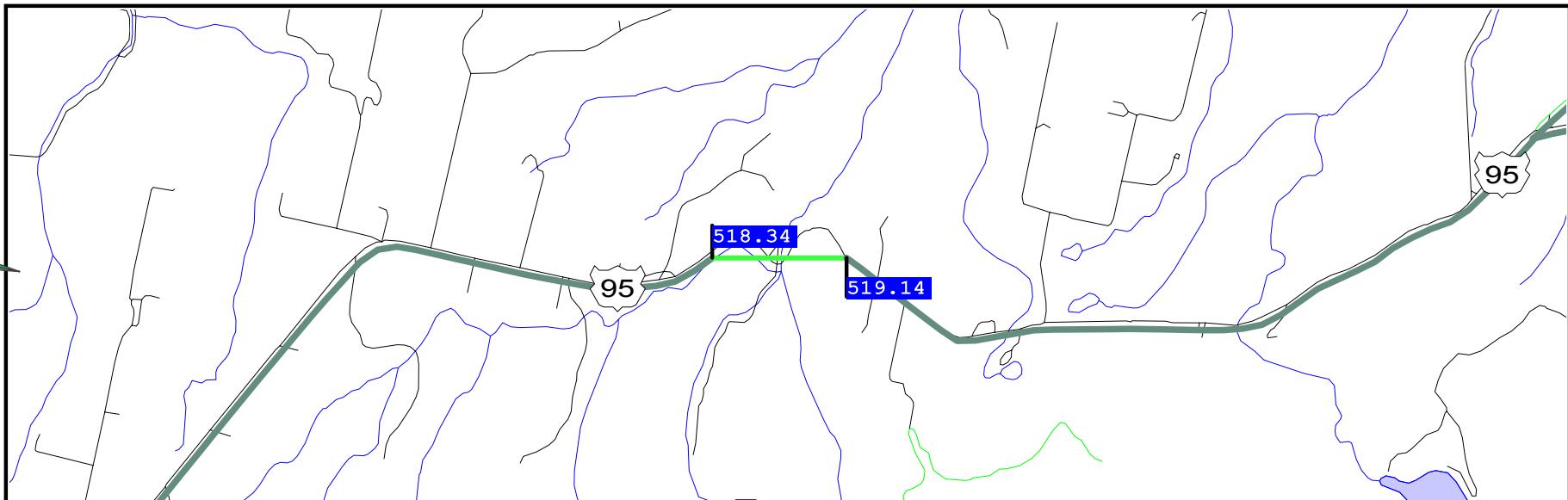


MILEPOSTS	509.93 - 510.65	510.64 - 511.08	511.08 - 515.52	515.52 - 517.85	517.85 - 518.34
COUNTY	BOUNDARY	BOUNDARY	BOUNDARY	BOUNDARY	BOUNDARY
HIGHWAY DISTRICT #	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.718	0.435	4.438	2.332	0.490
NUM OF LANES (EXISTING)	4	3	2	2	2
LANES					
WIDTH	48	36	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE				
SHOULDER					
WIDTH	5	8	3	1	6
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	5,209	4,400	3,174	2,900	2,900
ADT (FUTURE) -- 20 YEAR	7,590	6,424	4,670	4,284	4,284
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PAVMT XTNG GRVL	C.R.A.B.S.	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1997	1939	1999	1995	1995
SEAL COAT YEAR	2000	2000	2000	2000	2000
S/N OR D	3.5	2.5	4.6	3.8	3.8
PERCENT TRUCKS--PEAK	7	7	10	12	12
V/C RATIO	0.11	0.19	0.23	0.18	0.16
CRACK/ROUGH/FINAL INDEX	5.0/3.9/4.5	5.0/4.0/4.5	5.0/3.7/4.4	2.8/3.4/3.1	5.0/3.4/4.2

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:		
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$23,000
FOR CONSTRUCTION	\$170,000	\$788,000
TOTAL	\$170,000	\$811,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	3	2

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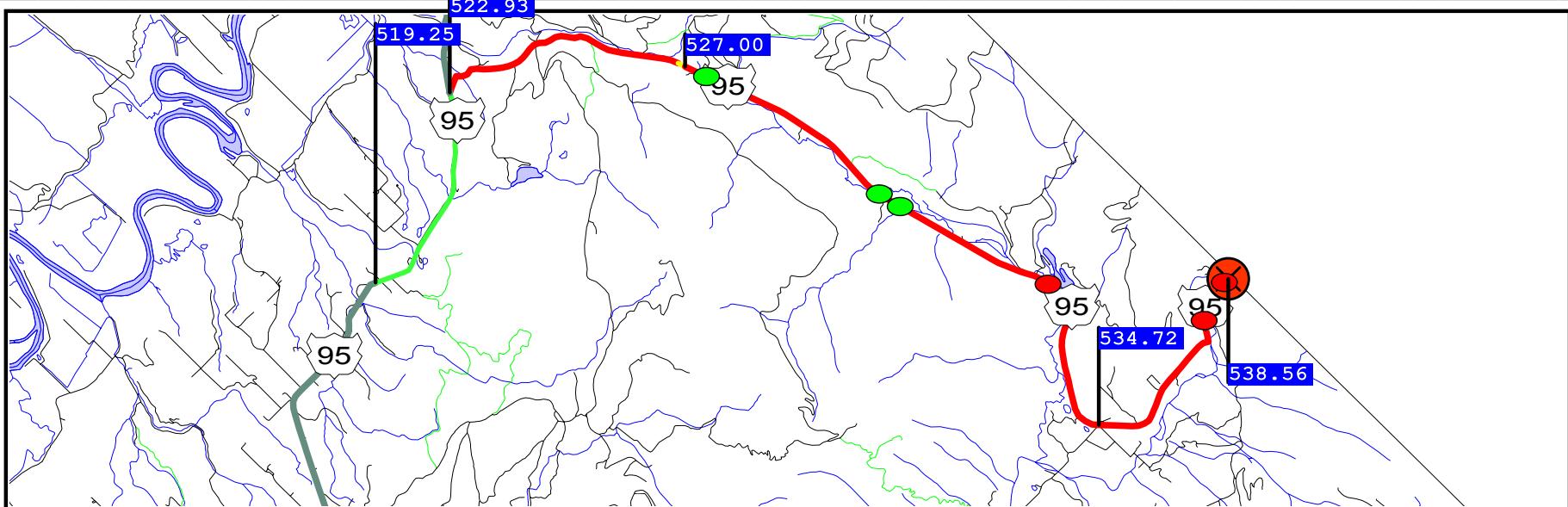


RURAL

MILEPOSTS	518.34 - 519.14
COUNTY	BOUNDARY
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.800
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	6
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	2,900
ADT (FUTURE) -- 20 YEAR	4,276
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1994
SEAL COAT YEAR	----
S/N OR D	6.5
PERCENT TRUCKS--PEAK	11
V/C RATIO	0.16
CRACK/ROUGH/FINAL INDEX	4.6/3.2/3.9

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 5 4 0

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RURAL

	519.25 - 522.93 BOUNDARY	522.93 - 527.00 BOUNDARY	527.00 - 534.72 BOUNDARY	534.72 - 538.56 BOUNDARY
COUNTY	1	1	1	1
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FUNCTIONAL CLASS	NHS	NHS	NHS	NHS
FEDERAL AID SYSTEM	NO	NO	NO	YES
RR-XINGS	NO	NO	YES	YES
STRUCTURES				
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS	RURAL-ROLLING	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.678	4.072	7.715	3.847
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	1	1	1	1
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	2,900	1,336	960	960
ADT (FUTURE) -- 20 YEAR	4,276	2,009	1,463	1,463
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PAVMT XTNG GRVL	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1995	1937	1982	1982
SEAL COAT YEAR	2000	2000	1991	1991
S/N OR D	3.8	1.7	3.3	3.3
PERCENT TRUCKS--PEAK	11	17	22	22
V/C RATIO	0.18	0.16	0.10	0.13
CRACK/ROUGH/FINAL INDEX	4.5/3.2/3.9	3.0/2.5/2.8	2.3/2.9/2.6	3.8/2.7/3.3

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLD/R IMPROVE & ALIGN	RESURF W/SHLD/R IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2005	2003	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:		SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$49,000	\$401,000	\$215,000
FOR CONSTRUCTION	\$1,767,000	\$4,907,000	\$2,878,000
TOTAL	\$1,816,000	\$5,308,000	\$3,093,000
ACCESS CONTROL (FUTURE)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	18790	18795
FEATURES	ROUND PRAIRIE	MOYIE R; LOWER
MILEPOST	532.32	537.63
SQUARE FOOTAGE	904	5608
PROGRAMMED YEAR		2003
SUFFICIENCY RATING	67.0	42.4
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	YES	YES
HEIGHT RESTRICTION	NO	YES
DEFICIENCY	NONE	STRUC DEFICIENT

STRUCTURE REPLACEMENTS

BRIDGE KEY	18800	
FEATURES	MOYIE R; UPPER	
MILEPOST	538.42	
SQUARE FOOTAGE	6695	
PROGRAMMED YEAR	2003	
SUFFICIENCY RATING	44.4	
WEIGHT RESTRICTION	NO	
WIDTH RESTRICTION	YES	
HEIGHT RESTRICTION	YES	
DEFICIENCY	STRUC DEFICIENT	

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

662563E
 7
 0
 15 TO 20
 SECTION TIMBER
 0
 0
 2
 2
 0
 0
 0
 NO

R R C R O S S I N G I M P R O V E M E N T

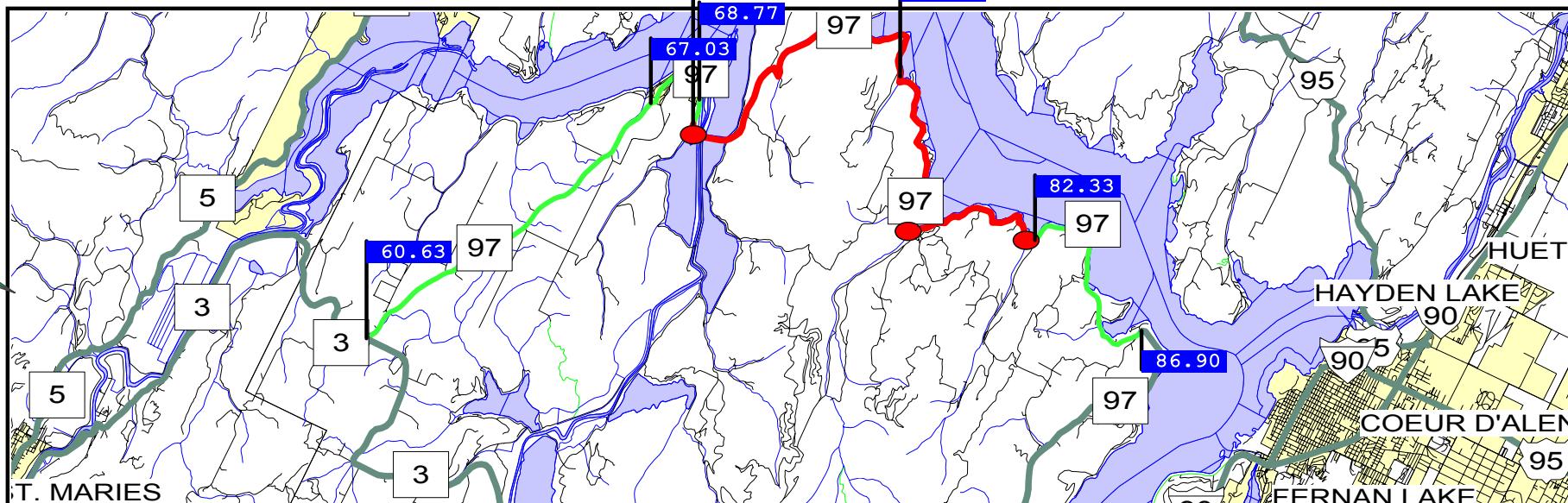
LIGHTS/GATES
10
FLASHING LIGHTS
LIGHTS/GATES
\$169,600
\$50,000
\$0
\$219,600
\$10,980
CONCRETE SLAB

H P M S S T U D Y F O R

R O U T E 6 9 . 1 3 S E G M E N T : 0 0 1 7 9 0

0 3 0 2 1 5

6 7 . 0 3 7 5 . 7 9



RURAL

MILEPOSTS	60.63 - 67.03	67.03 - 68.77	68.77 - 69.13	69.13 - 75.79	75.79 - 82.33	82.33 - 86.90
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	DENSE	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	6.402	1.737	0.367	6.659	6.535	4.572
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	22	22	22	22	24
WIDTH	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS	BIT PENETRATION	BIT PENETRATION	MIXED BITUMINOUS
MATERIAL TYPE						
SHOULDER	2	1	1	1	1	1
WIDTH	COMBINATION	STABILIZED	STABILIZED	EARTH	EARTH	BITUMINOUS
MATERIAL TYPE						
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	663	668	620	386	443	510
ADT (FUTURE) -- 20 YEAR	817	822	764	480	550	631
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	ONE LANE	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	NW CONS/RCN FLX	PAVMT XTNG GRVL	NW CONS/RCN FLX	NW CONS/RCN FLX	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1999	1935	1942	1950	1952	1954
SEAL COAT YEAR	2002	2002	2002	2002	2002	2002
S/N OR D	2.1	1.7	1.6	1.0	1.0	2.2
PERCENT TRUCKS--PEAK	6	6	7	11	9	8
V/C RATIO	0.05	0.06	0.06	0.04	0.05	0.05
CRACK/ROUGH/FINAL INDEX	5.0/3.1/4.2	5.0/1.9/3.7	5.0/2.6/4.0	5.0/2.0/3.8	5.0/2.0/3.8	5.0/1.8/3.7

TYPE OF IMPROVEMENT	RESURF W/SHLD/R IMPROVE & ALIGN	RESURF W/SHLD/R IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2015	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$213,000	\$209,000
FOR CONSTRUCTION	\$3,995,000	\$3,921,000
TOTAL	\$4,208,000	\$4,130,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

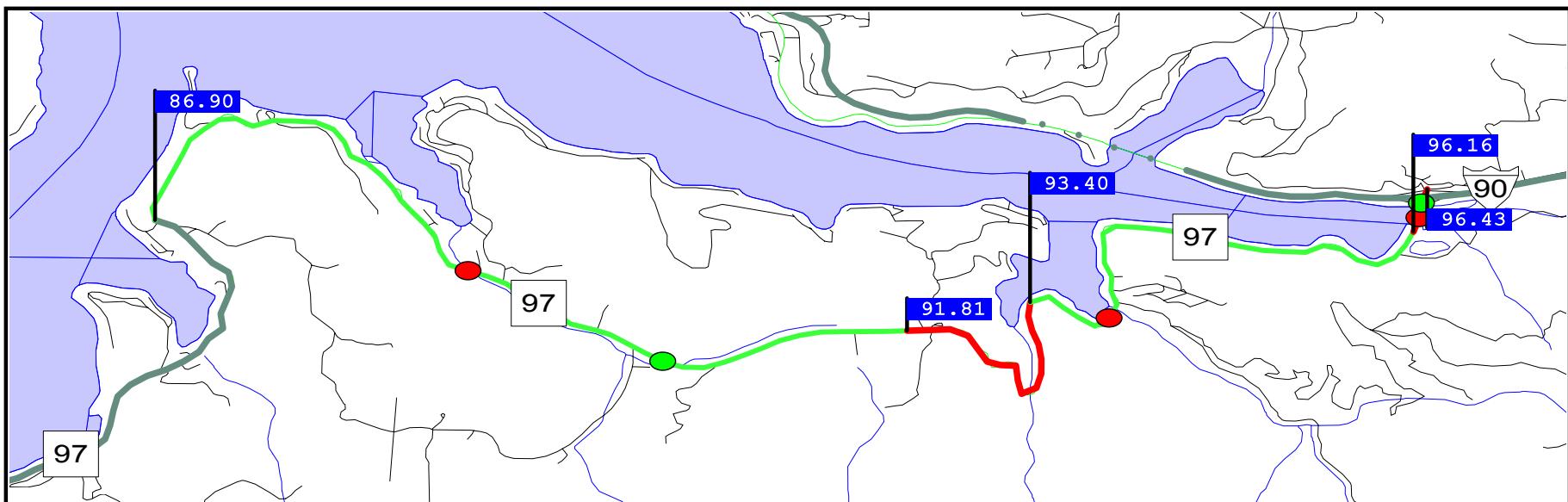
BRIDGE KEY	18900	18905
FEATURES	COEUR D'ALENE	CARLIN CREEK
MILEPOST	69.40	79.06
SQUARE FOOTAGE	11281	750
PROGRAMMED YEAR	2005	2002
SUFFICIENCY RATING	6.0	52.0
WEIGHT RESTRICTION	YES	NO
WIDTH RESTRICTION	YES	NO
HEIGHT RESTRICTION	YES	NO
DEFICIENCY	STRUC DEFICENT	STRUC DEFICENT

STRUCTURE REPLACEMENTS

BRIDGE KEY	18910
FEATURES	TURNER CREEK
MILEPOST	82.21
SQUARE FOOTAGE	1345
PROGRAMMED YEAR	2004
SUFFICIENCY RATING	45.4
WEIGHT RESTRICTION	YES
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 7 9 0

030215



RURAL

MILEPOSTS	86.90 - 91.81	91.81 - 93.40	93.40 - 96.16	96.16 - 96.43
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI
HIGHWAY DISTRICT #	1	1	1	1
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	YES
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.910	1.590	2.760	0.269
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	22
MATERIAL TYPE	HIGH FLEXIBLE	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION
SHOULDER				
WIDTH	2	1	1	1
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	EARTH
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	673	930	1,062	1,761
ADT (FUTURE) -- 20 YEAR	828	1,139	1,301	2,153
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	2001	1949	2001	1960
SEAL COAT YEAR	1995	2001	1995	1995
S/N OR D	2.4	1.1	2.4	2.4
PERCENT TRUCKS--PEAK	6	5	4	4
V/C RATIO	0.06	0.07	0.08	0.13
CRACK/ROUGH/FINAL INDEX	5.0/2.7/4.0	5.0/2.1/3.8	5.0/2.7/4.0	1.5/2.2/1.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2014	RESURFACE WITH SHLD IMPROVMENT 2003
YEAR OF IMPROVEMENT		
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$13,000	\$2,000
FOR CONSTRUCTION	\$537,000	\$91,000
TOTAL	\$550,000	\$93,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

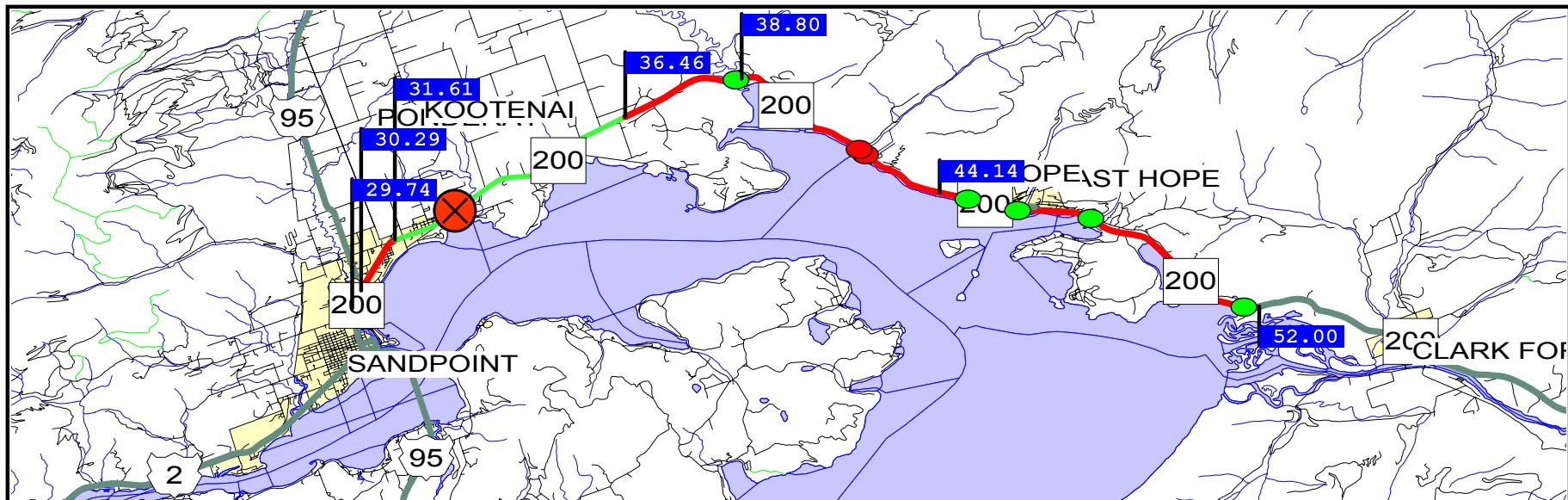
S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	18915	18925	18930
FEATURES	SQUAW CREEK	BEAUTY CREEK	WOLF LODGE CRE
MILEPOST	89.44	93.92	96.22
SQUARE FOOTAGE	412	1528	1991
PROGRAMMED YEAR		2005	
SUFFICIENCY RATING	74.9	30.4	31.7
WEIGHT RESTRICTION	NO	YES	YES
WIDTH RESTRICTION	YES	YES	YES
HEIGHT RESTRICTION	NO	NO	NO
DEFICIENCY	NONE	STRUC DEFICIENT	STRUC DEFICIENT

HPMS STUDY FOR ROAD SEGMENT : 001610

030215



RURAL

MILEPOSTS	29.74 - 30.29	30.29 - 31.61	31.61 - 36.46	36.46 - 38.80	38.80 - 44.14	44.14 - 52.00
COUNTY	BONNER	BONNER	BONNER	BONNER	BONNER	BONNER
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	DENSE	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.550	1.320	4.846	2.344	5.340	7.860
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	5	2	4	5	3	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ADT (CURRENT)	6,514	6,618	5,349	3,700	3,504	2,780
ADT (FUTURE) -- 20 YEAR	11,316	10,866	7,120	4,925	4,664	3,700
ACCESS CONTROL (CURRENT)	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	ONE LANE	TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1973	1999	1997	1997	1999	1984
SEAL COAT YEAR	2000	2000	2000	2000	2000	2000
S/N OR D	2.8	2.1	3.9	2.5	2.1	1.7
PERCENT TRUCKS--PEAK	3	3	4	4	4	5
V/C RATIO	0.28	0.30	0.30	0.21	0.25	0.16
CRACK/ROUGH/FINAL INDEX	4.4/2.3/3.5	5.0/2.9/4.1	4.8/3.3/4.1	4.8/3.3/4.1	4.8/3.0/4.0	2.9/3.1/3.0

HIGHWAY IMPROVEMENT #1

PAGE 130

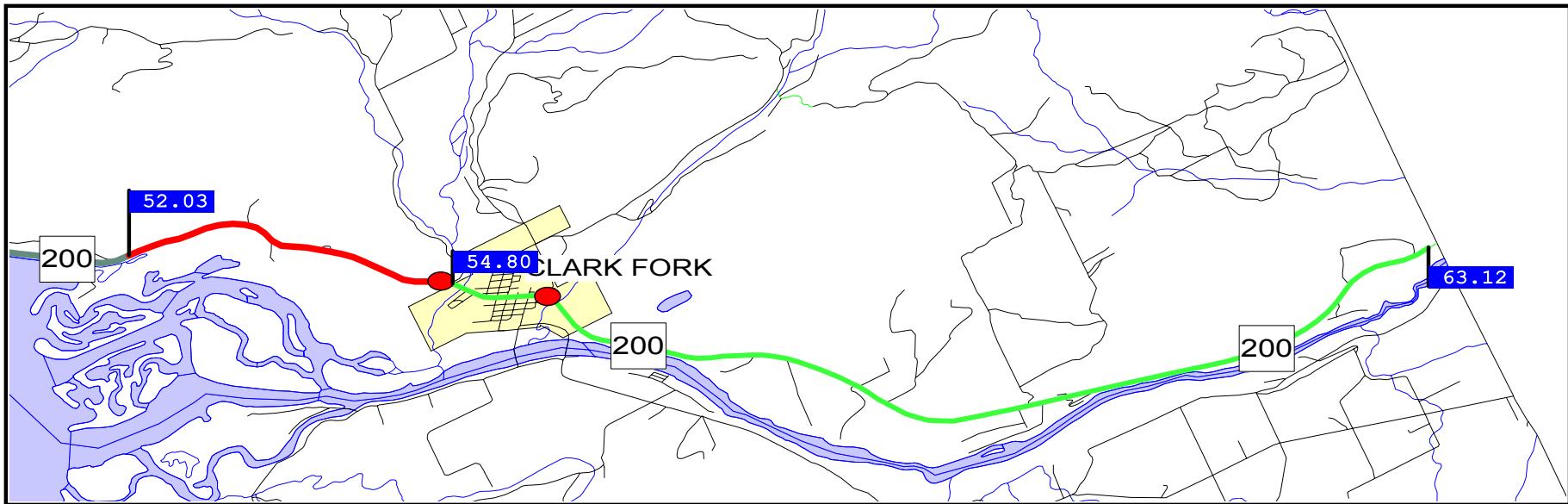
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMT	RESURFACE WITH SHLD IMPROVMT	RESURFACE WITH SHLD IMPROVMT	RESURF W/SHLD/R IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2012	2012	2013	2012	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:					
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$2,000	\$5,000	\$23,000	\$256,000	\$79,000
FOR CONSTRUCTION	\$147,000	\$354,000	\$670,000	\$3,834,000	\$2,248,000
TOTAL	\$149,000	\$359,000	\$693,000	\$4,090,000	\$2,327,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	19040
FEATURES	W.FK.TRESTLE C
MILEPOST	42.13
SQUARE FOOTAGE	0
PROGRAMMED YEAR	
SUFFICIENCY RATING	47.4
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE

STRUCTURE REPLACEMENTS

BRIDGE KEY	19045
FEATURES	TRESTLE CREEK
MILEPOST	42.29
SQUARE FOOTAGE	2616
PROGRAMMED YEAR	2004
SUFFICIENCY RATING	2.0
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	YES
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT



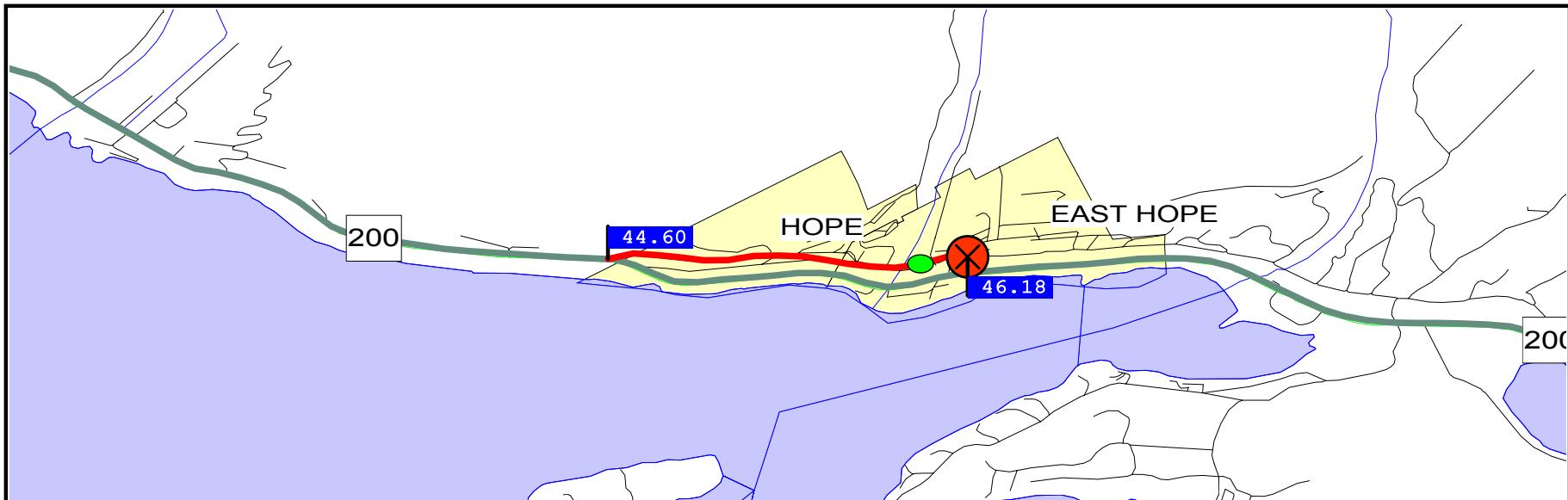
RURAL

MILEPOSTS	52.03 - 54.80	54.80 - 63.12
COUNTY	BONNER	BONNER
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	YES
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	2.770	8.318
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	4	1
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	2,200	1,315
ADT (FUTURE) -- 20 YEAR	2,934	1,768
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	C.R.A.B.S.
YEAR OF IMPROVEMENT	1984	2000
SEAL COAT YEAR	1997	2000
S/N OR D	2.0	2.7
PERCENT TRUCKS--PEAK	5	9
V/C RATIO	0.13	0.11
CRACK/ROUGH/FINAL INDEX	2.9/3.3/3.1	5.0/3.4/4.3

TYPE OF IMPROVEMENT RESURFACE WITH
 SHLD IMPROVMENT
 2005
 SYSTEM DEFICIENCY: PSR < RESRF-PSR
 SYSTEM DEFICIENCY: SHLD WIDTH-R
 COST OF IMPROVEMENT
 FOR ROW AND UTIL \$28,000
 FOR CONSTRUCTION \$792,000
 TOTAL \$820,000
 ACCESS CONTROL(FUTURE) PARTIAL CONTROL
 NUM OF LANES(DES.) 2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY	19070	19075
FEATURES	LIGHTNING CREE	MOSQUITO CREEK
MILEPOST	54.69	55.58
SQUARE FOOTAGE	10280	2530
PROGRAMMED YEAR	2005	2002
SUFFICIENCY RATING	23.0	22.9
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	YES	YES
HEIGHT RESTRICTION	YES	NO
DEFICIENCY	STRUC DEFICENT	STRUC DEFICENT



RURAL

MILEPOSTS	44.60 - 46.18
COUNTY	BONNER
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	YES
STRUCTURES	YES
TERRAIN TYPE	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	1.580
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	20
MATERIAL TYPE	MIXED BITUMINOUS
SHOULDER	
WIDTH	1
MATERIAL TYPE	EARTH
MEDIAN WIDTH	--
ADT (CURRENT)	447
ADT (FUTURE) -- 20 YEAR	637
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1937
SEAL COAT YEAR	----
S/N OR D	1.4
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.05
CRACK/ROUGH/FINAL INDEX	1.0/2.1/1.4

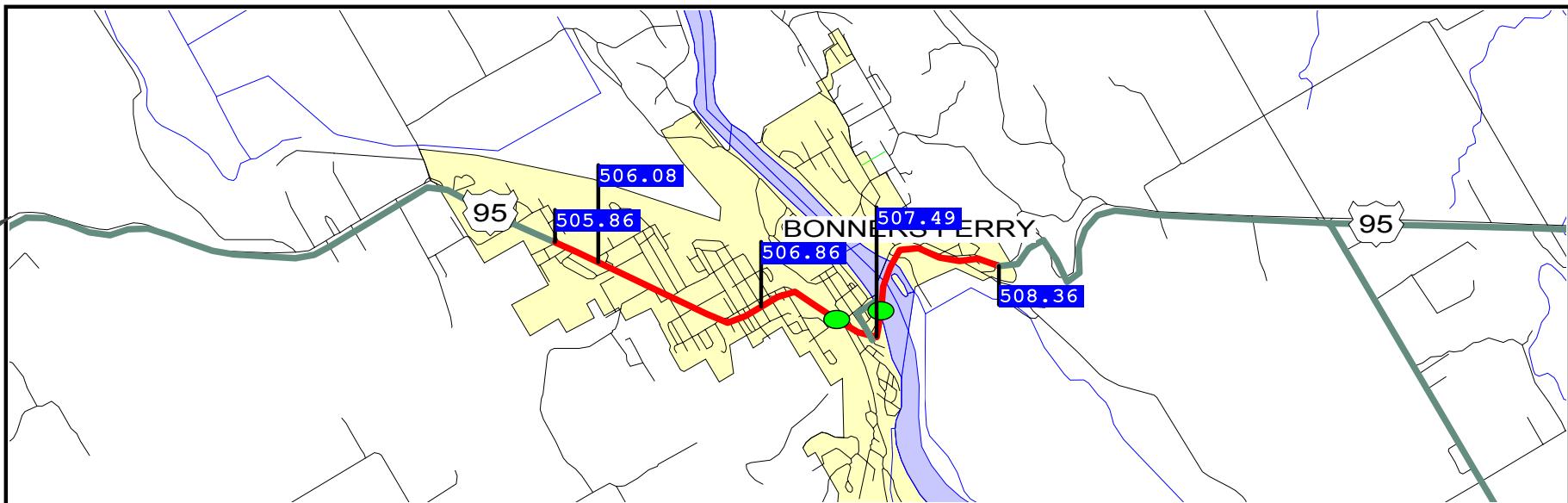
TYPE OF IMPROVEMENT	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	LANE WIDTH
SYSTEM DEFICIENCY:	PSR < RECON-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$41,000
FOR CONSTRUCTION	\$1,292,000
TOTAL	\$1,333,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

RR CROSSING NUMBER	091180Y
TOTAL THROUGH TRAINS	27
TOT SWITCHING TRAINS	0
SPEED RANGE	45 TO 60
CROSSING SURFACE TYPE	FULLWOOD PLANK
TYPES OF CONTROLS	
FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	2
RED/WHITE REFLCT.	2
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	YES

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$40,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$40,000
ADMINISTRATIVE	\$2,000
TOI CROSSING SURFACE	SECTION TIMBER

R R C R O S S I N G I M P R O V E M E N T

URBAN



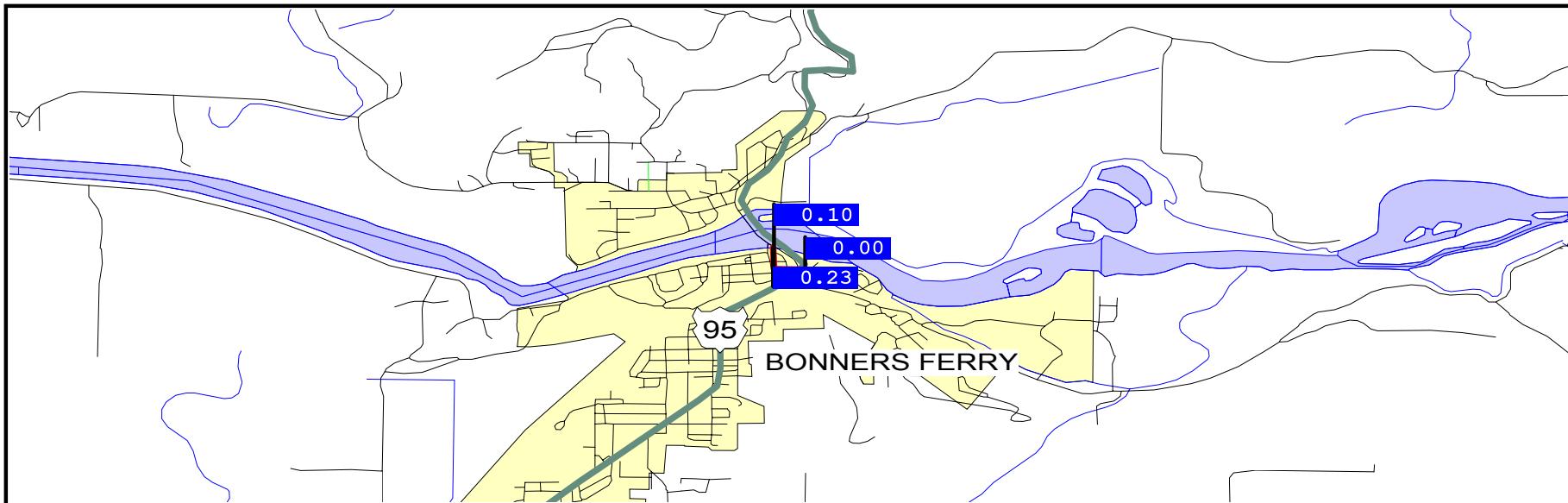
URBAN

	505.86 - 506.08	506.08 - 506.86	506.86 - 507.49	507.49 - 508.36
COUNTY	BOUNDARY	BOUNDARY	BOUNDARY	BOUNDARY
URBAN AREA	BONNERS FERRY	BONNERS FERRY	BONNERS FERRY	BONNERS FERRY
HIGHWAY DISTRICT #	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	YES
URBAN LOCATION	RESIDENTIAL	FRINGE	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.219	0.780	0.635	0.870
NUM OF LANES (EXISTING)	2	2	4	4
LANES				
WIDTH	24	24	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	3	4	0	8
MATERIAL TYPE	BITUMINOUS	COMBINATION	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	4	--
PARKING	NONE	NONE	NONE	NONE
ADT (CURRENT)	11,134	12,105	13,717	8,694
ADT (FUTURE) -- 20 YEAR	16,128	17,500	19,830	12,668
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1991	1991	1972	1940
SEAL COAT YEAR	1992	1992	1991	1991
S/N OR D	3.5	1.5	2.4	2.3
PERCENT TRUCKS--PEAK	5	4	5	7
V/C RATIO	0.37	0.38	0.24	0.17
CRACK/ROUGH/FINAL INDEX	3.1/3.2/3.1	3.8/2.9/3.4	3.0/2.1/2.6	5.0/2.6/3.9

HIGHWAY IMPROVEMENT #1

PAGE 2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2007	2008	2005	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R		
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$13,000	\$36,000	\$0	\$0
FOR CONSTRUCTION	\$62,000	\$222,000	\$269,000	\$404,000
TOTAL	\$75,000	\$258,000	\$269,000	\$404,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	4	4



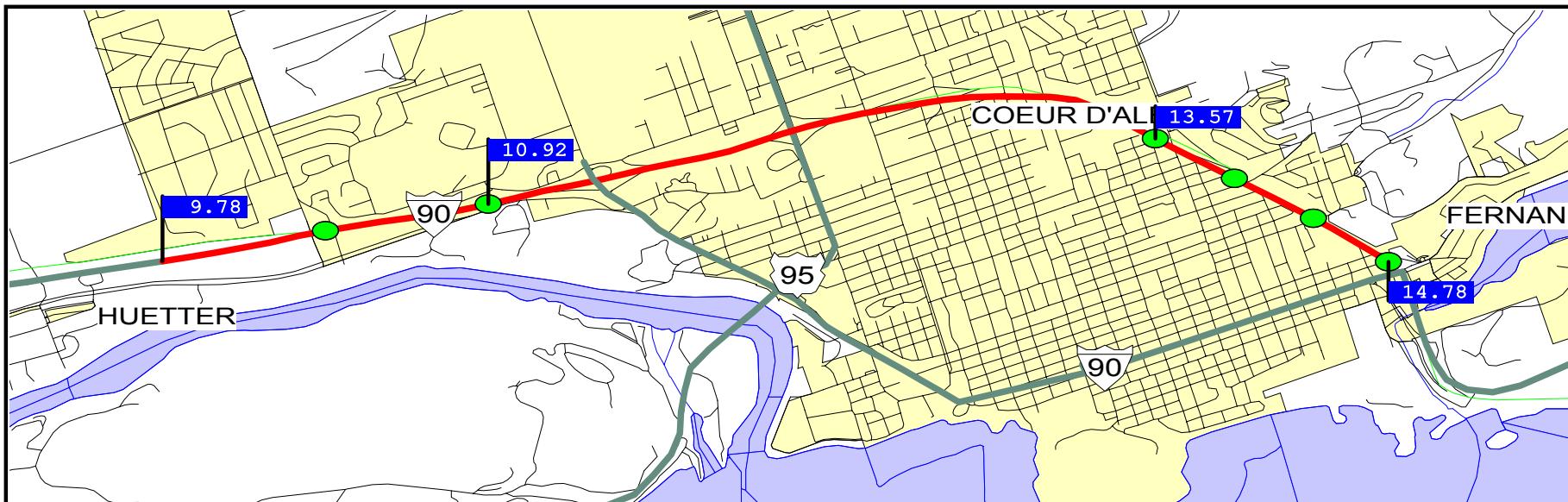
URBAN

MILEPOSTS	0.00 - 0.10	0.10 - 0.23
COUNTY	BOUNDARY	BOUNDARY
URBAN AREA	BONNERS FERRY	BONNERS FERRY
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.103	0.126
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	RIGID PLAIN JNT
SHOULDER		
WIDTH	0	NA
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	BOTH SIDES
ADT (CURRENT)	3,700	2,639
ADT (FUTURE) -- 20 YEAR	6,465	4,611
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1972	1970
SEAL COAT YEAR	----	----
S/N OR D	1.9	6
PERCENT TRUCKS--PEAK	2	3
V/C RATIO	0.12	0.10
CRACK/ROUGH/FINAL INDEX	3.7/0.9/2.6	1.9/0.6/1.4

HIGHWAY IMPROVEMENT #1

PAGE 4

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2009	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$34,000	\$41,000
TOTAL	\$34,000	\$41,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2



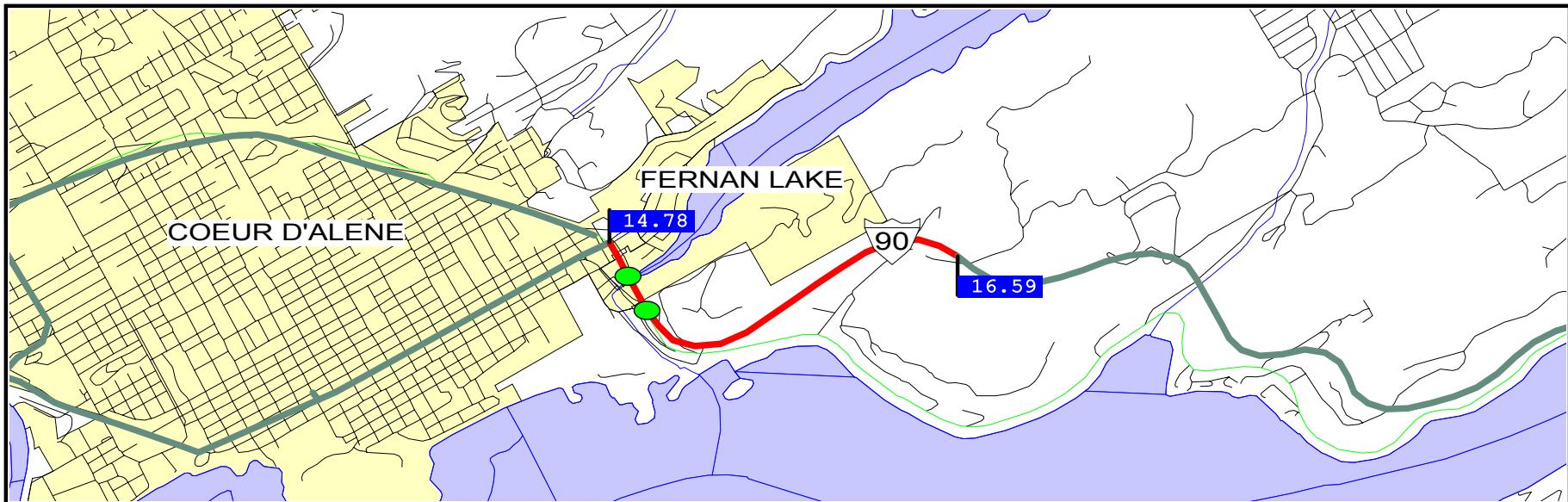
URBAN

	9.78 - 10.92	10.92 - 13.57	13.57 - 14.78
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI
URBAN AREA	COEUR D'ALENE	COEUR D'ALENE	COEUR D'ALENE
HIGHWAY DISTRICT #	1	1	1
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO
STRUCTURES	YES	YES	YES
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.	RESIDENTIAL
SECTION LENGTH	1.135	2.649	1.212
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	11	11	11
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	21	21	23
PARKING	NONE	NONE	NONE
ADT (CURRENT)	43,500	32,902	21,000
ADT (FUTURE) -- 20 YEAR	109,207	82,601	52,721
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	MILL AND INLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	2000	1999	1999
SEAL COAT YEAR	1981	1989	1989
S/N OR D	2.8	4.3	4.3
PERCENT TRUCKS--PEAK	5	6	10
V/C RATIO	0.68	0.51	0.39
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.3	4.5/4.0/4.5	4.5/3.8/4.4

HIGHWAY IMPROVEMENT #1

PAGE 6

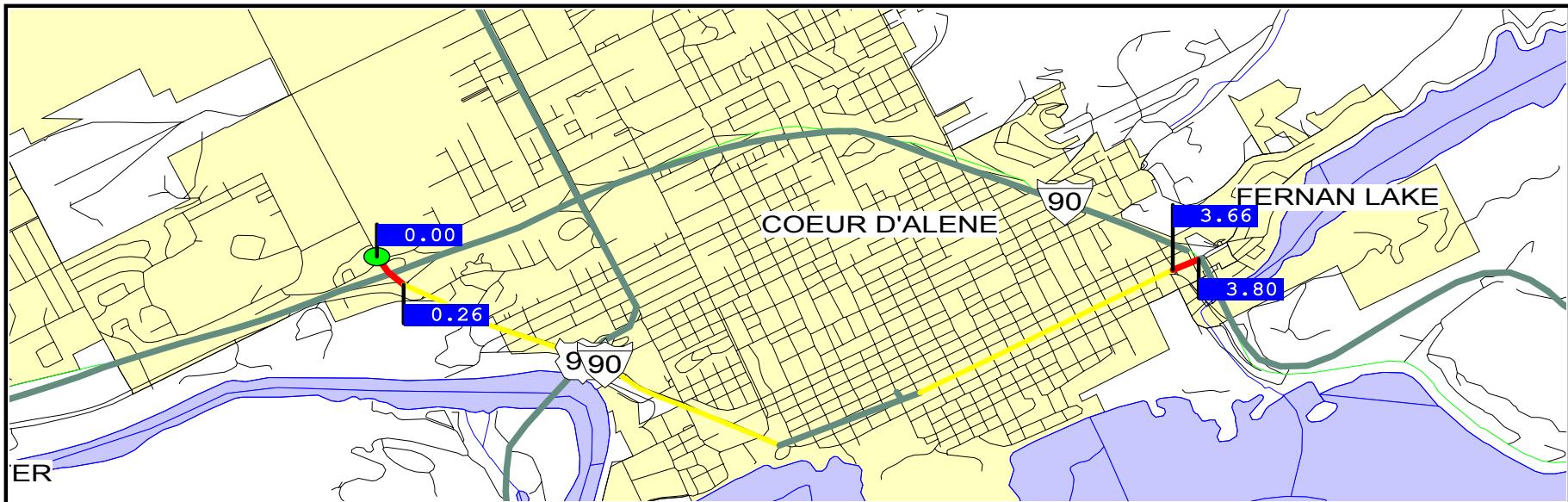
TYPE OF IMPROVEMENT	MAJOR-WIDENING	MAJOR-WIDENING	RESURFACE
YEAR OF IMPROVEMENT	2007	2013	2010
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	NUMBER OF LANES	VOLUME/CAPACITY	NUMBER OF LANES
SYSTEM DEFICIENCY:			
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$2,070,000	\$4,832,000	\$0
FOR CONSTRUCTION	\$1,575,000	\$3,677,000	\$543,000
TOTAL	\$3,645,000	\$8,509,000	\$543,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	8	8	4



URBAN

MILEPOSTS	14.78 - 16.59
COUNTY	KOOTENAI
URBAN AREA	COEUR D'ALENE
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	1.807
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	10
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	6
PARKING	NONE
ADT (CURRENT)	16,000
ADT (FUTURE) -- 20 YEAR	33,154
ACCESS CONTROL (CURRENT)	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1992
SEAL COAT YEAR	----
S/N OR D	7.0
PERCENT TRUCKS--PEAK	11
V/C RATIO	0.29
CRACK/ROUGH/FINAL INDEX	3.8/3.2/3.6

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$810,000
TOTAL	\$810,000
ACCESS CONTROL(FUTURE)	FULL CONTROL
NUM OF LANES(DES.)	4

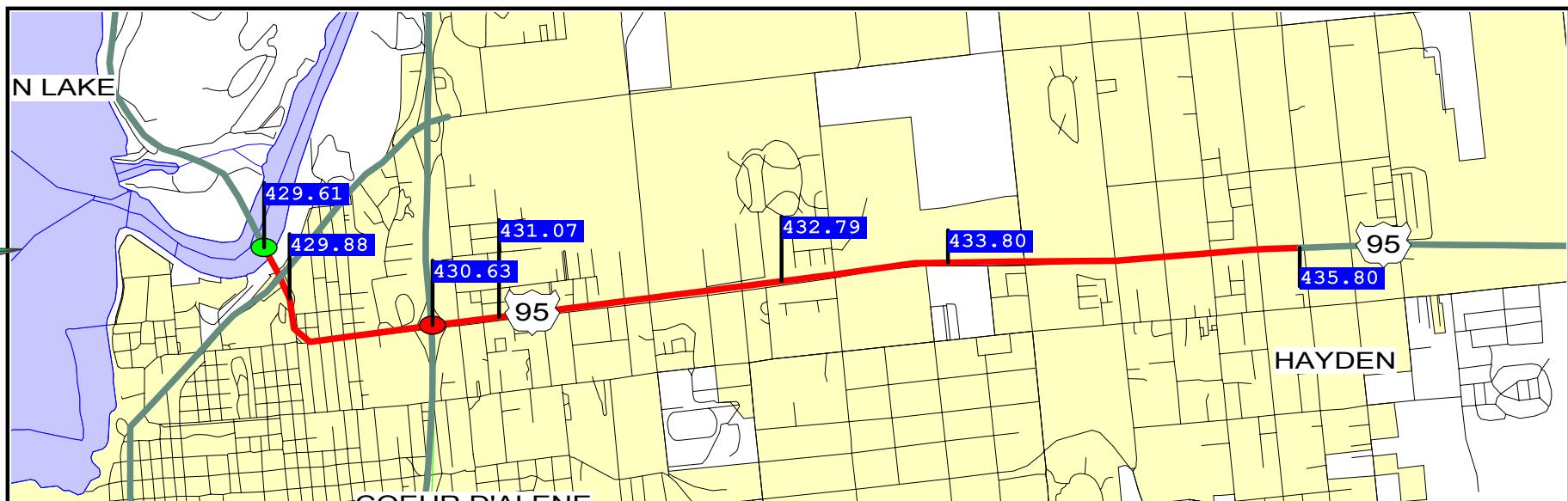


MILEPOSTS	0.00 - 0.26	3.66 - 3.80
COUNTY	KOOTENAI	KOOTENAI
URBAN AREA	COEUR D'ALENE	COEUR D'ALENE
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.265	0.143
NUM OF LANES (EXISTING)	4	2
LANES		
WIDTH	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	23,196	6,600
ADT (FUTURE) -- 20 YEAR	36,056	10,159
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	NO
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1960	1960
SEAL COAT YEAR	----	----
S/N OR D	2.3	2.3
PERCENT TRUCKS--PEAK	5	2
V/C RATIO	0.29	0.21
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.4	5.0/2.1/3.9

HIGHWAY IMPROVEMENT #1

PAGE 10

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2013	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$123,000	\$33,000
TOTAL	\$123,000	\$33,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	2



URBAN

	429.61 - 429.88	429.88 - 430.63	430.63 - 431.07	431.07 - 432.79	432.79 - 433.80	433.80 - 435.80
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI	KOOTENAI
URBAN AREA	COEUR D'ALENE	COEUR D'ALENE	COEUR D'ALENE	COEUR D'ALENE	COEUR D'ALENE	COEUR D'ALENE
HIGHWAY DISTRICT #	1	1	1	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.276	0.747	0.441	1.716	1.010	2.009
NUM OF LANES (EXISTING)	2	4	6	4	4	4
LANES	24	48	72	48	48	48
WIDTH	MATERIAL TYPE	MIXED BITUMINOUS	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER	WIDTH	0	0	8	9	8
MATERIAL TYPE	CURBED	CURBED	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	40	40	40	40
PARKING	NONE	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	9,526	18,501	32,601	30,740	25,194	23,127
ADT (FUTURE) -- 20 YEAR	13,772	26,537	46,854	44,179	36,351	33,369
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLANT MIX SEAL	PLANT MIX SEAL	PLANT MIX SEAL	PAVM'T XTNG GRVL	PLANT MIX SEAL	PLANT MIX SEAL
YEAR OF IMPROVEMENT	1995	1995	1995	1926	1994	1994
SEAL COAT YEAR	1986	1986	1986	1986	1986	1986
S/N OR D	3.2	3.2	2.1	1.7	3.2	3.2
PERCENT TRUCKS--PEAK	4	2	3	3	4	4
V/C RATIO	0.30	0.28	0.41	0.51	0.50	0.46
CRACK/ROUGH/FINAL INDEX	3.5/2.7/3.2	3.5/2.5/3.0	4.0/3.9/4.2	4.0/3.5/4.0	4.0/3.7/3.9	4.0/3.7/3.9

HIGHWAY IMPROVEMENT #1

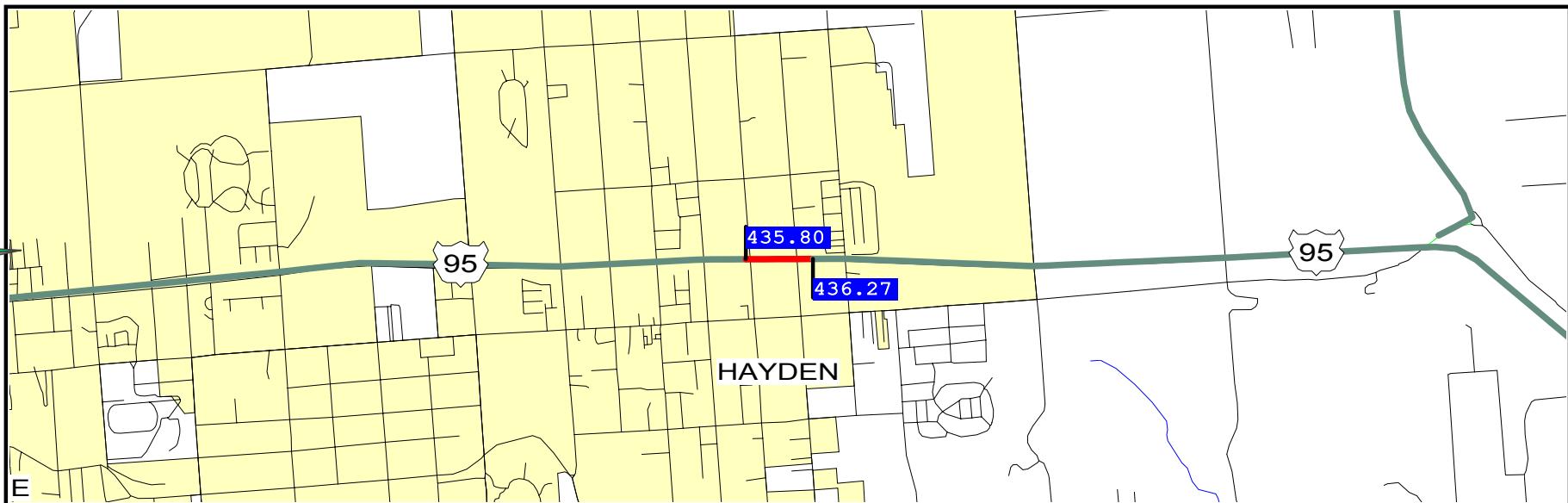
PAGE 12

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2009	2010	2008	2008	2008	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			SHLD WIDTH-R	SHLD WIDTH-R		
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$0	\$77,000	\$199,000	\$0	\$0
FOR CONSTRUCTION	\$64,000	\$347,000	\$553,000	\$1,435,000	\$428,000	\$852,000
TOTAL	\$64,000	\$347,000	\$630,000	\$1,634,000	\$428,000	\$852,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	4	6	4	4	4

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

18690
 I 90 E-WB; L1NC
 430.61
 13606
 9999
 70.4
 NO
 NO
 NO
 STRUC DEFICENT

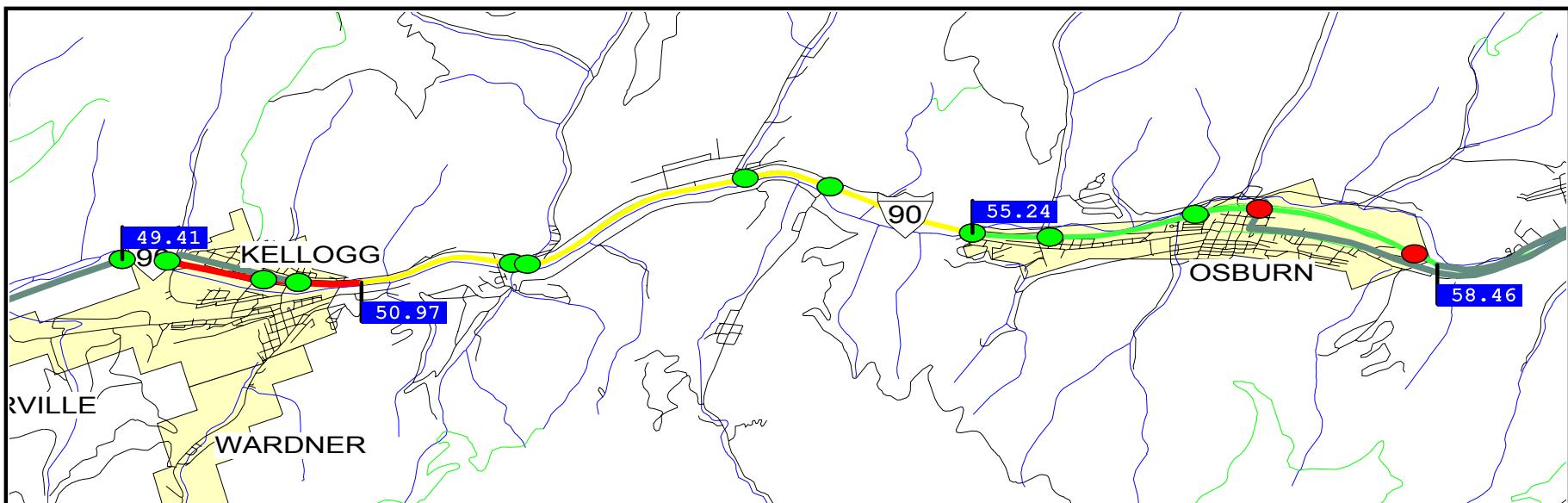
BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY



URBAN

MILEPOSTS	435.80 - 436.27
COUNTY	KOOTENAI
URBAN AREA	COEUR D'ALENE
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.467
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	7
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	40
PARKING	NONE
ADT (CURRENT)	20,000
ADT (FUTURE) -- 20 YEAR	28,914
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1973
SEAL COAT YEAR	1986
S/N OR D	2.8
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.86
CRACK/ROUGH/FINAL INDEX	3.3/3.2/3.9

TYPE OF IMPROVEMENT	MAJOR-WIDENING
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$194,000
FOR CONSTRUCTION	\$280,000
TOTAL	\$474,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	4



URBAN

	49.41 - 50.97	55.24 - 58.46
COUNTY	SHOSHONE	SHOSHONE
URBAN AREA	KELLOGG	OSBURN
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO
STRUCTURES	YES	YES
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	1.555	3.222
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	COMPOSITE
SHOULDER		
WIDTH	11	11
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	29	30
PARKING	NONE	NONE
ADT (CURRENT)	12,559	10,792
ADT (FUTURE) -- 20 YEAR	24,654	21,185
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1996	1997
SEAL COAT YEAR	1994	---
S/N OR D	4.1	5.9
PERCENT TRUCKS--PEAK	13	14
V/C RATIO	0.23	0.20
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.1	5.0/3.4/4.2

TYPE OF IMPROVEMENT RESURFACE
 YEAR OF IMPROVEMENT 2010
 SYSTEM DEFICIENCY: PSR < RESRF-PSR
 COST OF IMPROVEMENT
 FOR ROW AND UTIL \$0
 FOR CONSTRUCTION \$697,000
 TOTAL \$697,000
 ACCESS CONTROL (FUTURE) FULL CONTROL
 NUM OF LANES (DES.) 4

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

17200
 I 90B;THIRD ST
 57.03
 4161

 77.4
 NO
 NO
 NO
 STRUC DEFICENT

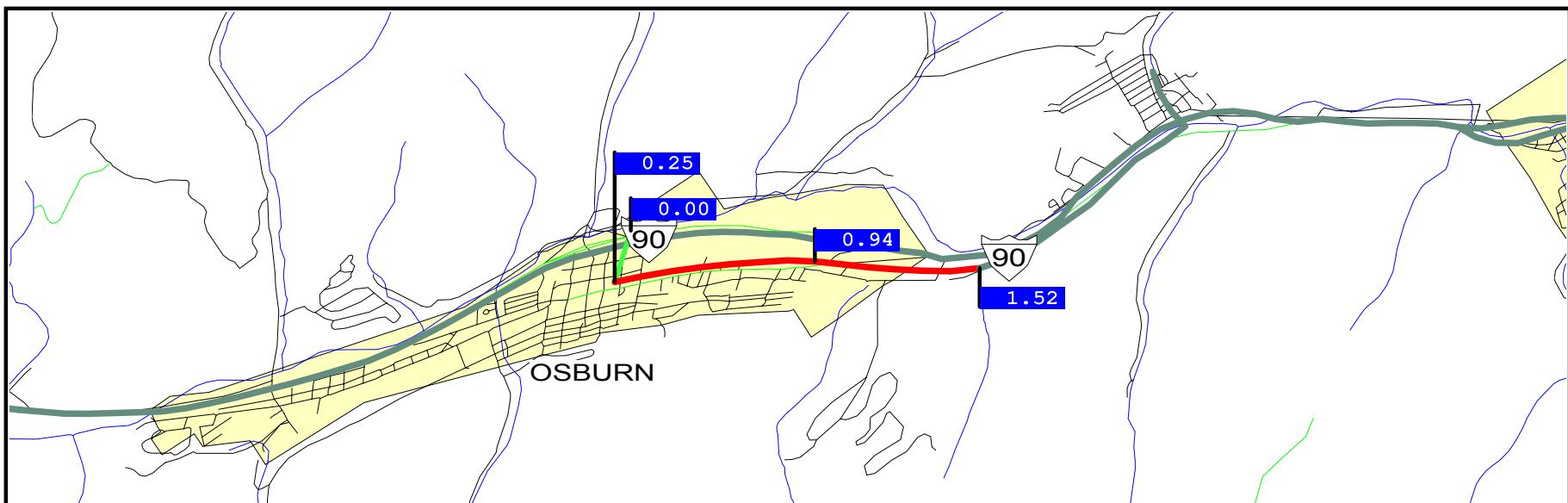
STRUCTURE REPLACEMENTS

30925
 I 90;NUCKOLS G
 58.22
 6189

 25.0
 NO
 NO
 NO
 STRUC DEFICENT

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

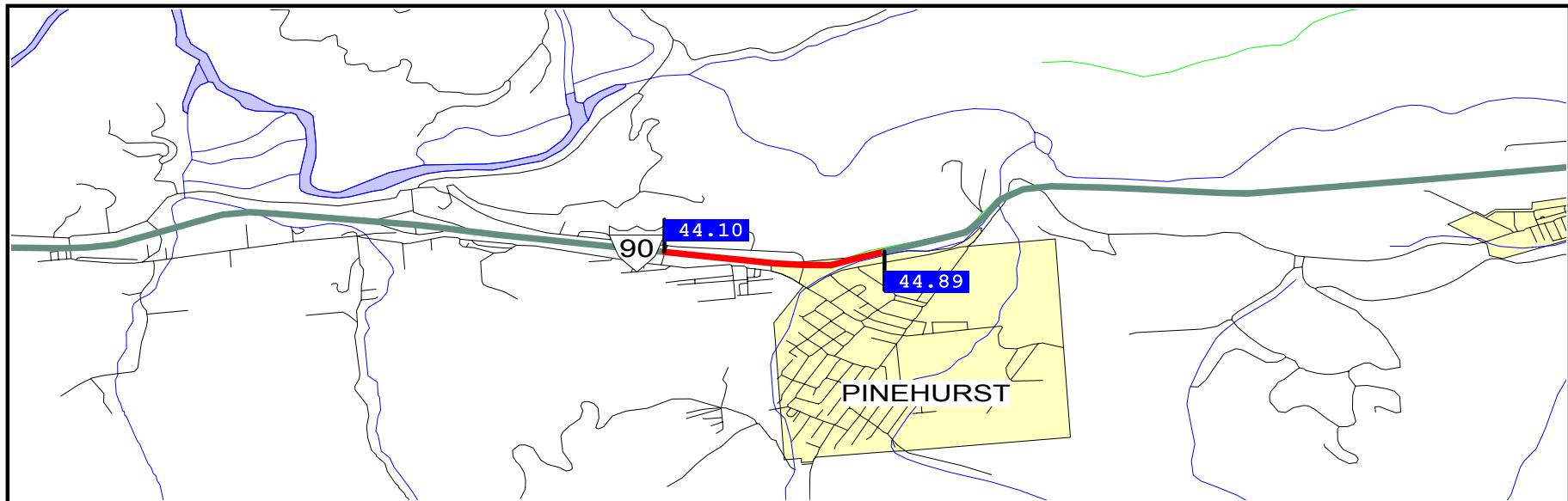
BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY



URBAN

	0.00 - 0.25	0.25 - 0.94	0.94 - 1.52
COUNTY	SHOSHONE	SHOSHONE	SHOSHONE
URBAN AREA	OSBURN	OSBURN	OSBURN
HIGHWAY DISTRICT #	1	1	1
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.255	0.689	0.576
NUM OF LANES (EXISTING)	2	4	4
LANES			
WIDTH	24	48	48
MATERIAL TYPE	MIXED BITUMINOUS	MIXED BITUMINOUS	MIXED BITUMINOUS
SHOULDER			
WIDTH	0	NA	4
MATERIAL TYPE	CURBED	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	BOTH SIDES	NONE
ADT (CURRENT)	2,045	2,800	3,527
ADT (FUTURE) -- 20 YEAR	2,695	3,690	4,648
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1969	1949	1954
SEAL COAT YEAR	1994	1994	1994
S/N OR D	3.6	2.2	1.9
PERCENT TRUCKS--PEAK	4	3	3
V/C RATIO	0.07	0.05	0.06
CRACK/ROUGH/FINAL INDEX	4.0/2.5/3.4	3.5/2.8/3.2	1.9/2.8/2.3

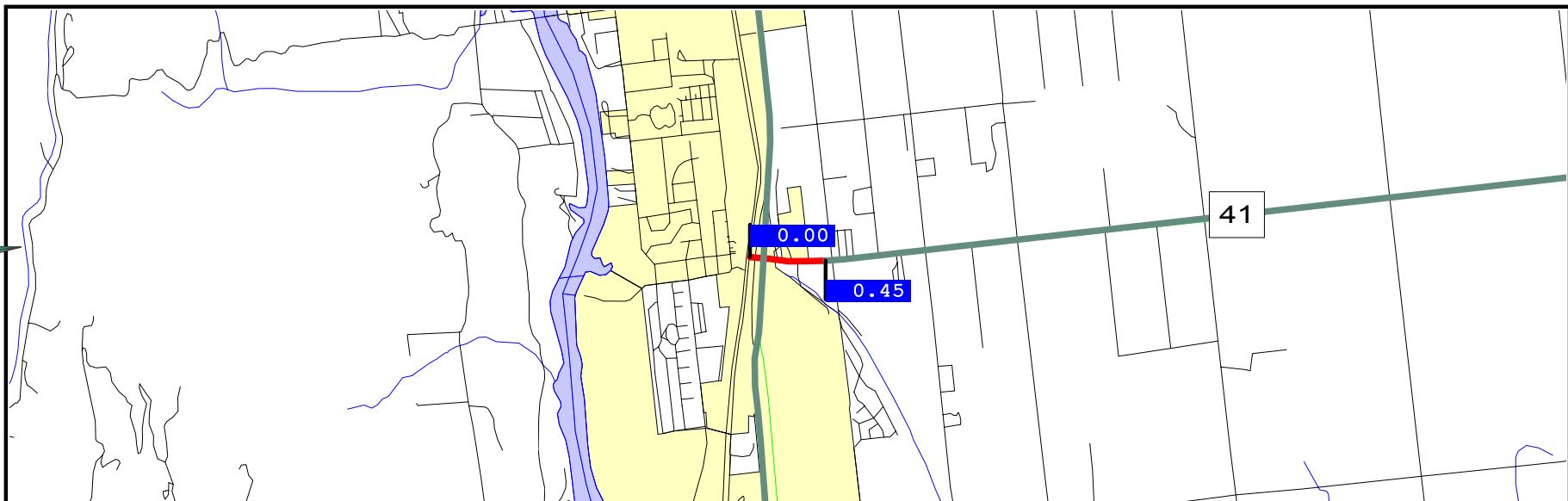
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMNT
YEAR OF IMPROVEMENT	2011	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$69,000
FOR CONSTRUCTION	\$320,000	\$327,000
TOTAL	\$320,000	\$396,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4



URBAN

MILEPOSTS	44.10 - 44.89
COUNTY	SHOSHONE
URBAN AREA	PINEHURST
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	0.788
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	11
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	31
PARKING	NONE
ADT (CURRENT)	11,000
ADT (FUTURE) -- 20 YEAR	21,594
ACCESS CONTROL (CURRENT)	FULL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY
YEAR OF IMPROVEMENT	1994
SEAL COAT YEAR	1985
S/N OR D	4.0
PERCENT TRUCKS--PEAK	15
V/C RATIO	0.20
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.2

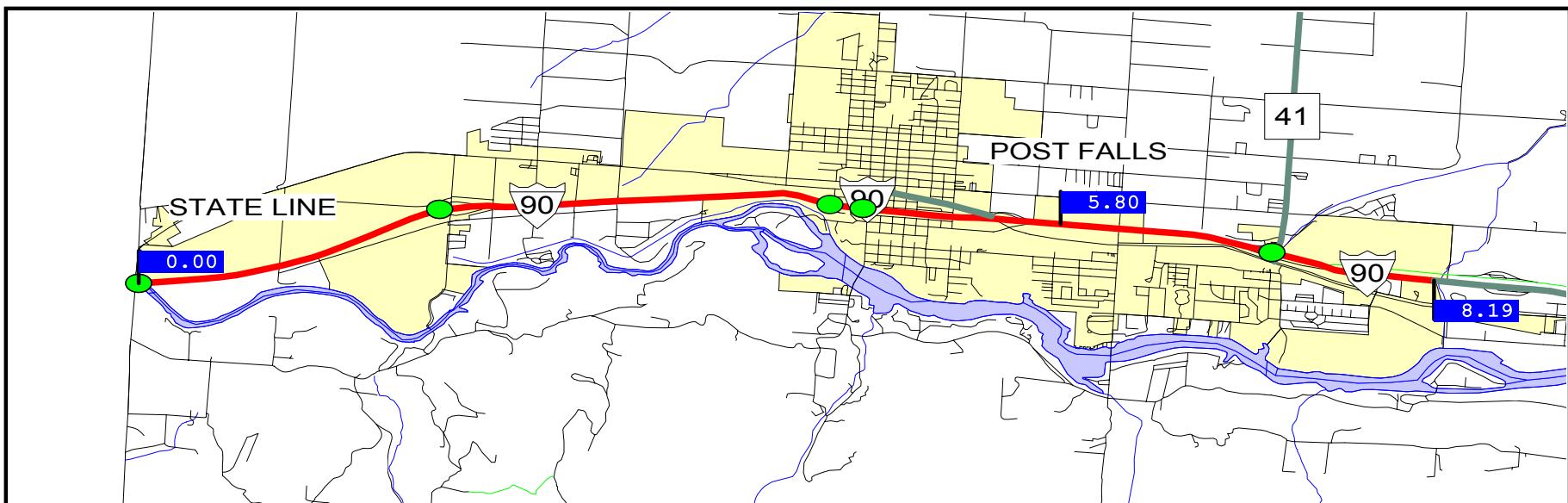
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$353,000
TOTAL	\$353,000
ACCESS CONTROL(FUTURE)	FULL CONTROL
NUM OF LANES(DES.)	4



URBAN

MILEPOSTS	0.00 - 0.45
COUNTY	KOOTENAI
URBAN AREA	POST FALLS
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	0.446
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	14,300
ADT (FUTURE) -- 20 YEAR	24,988
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1970
SEAL COAT YEAR	1989
S/N OR D	2.3
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.50
CRACK/ROUGH/FINAL INDEX	3.5/2.0/2.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$27,000
FOR CONSTRUCTION	\$127,000
TOTAL	\$154,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	2



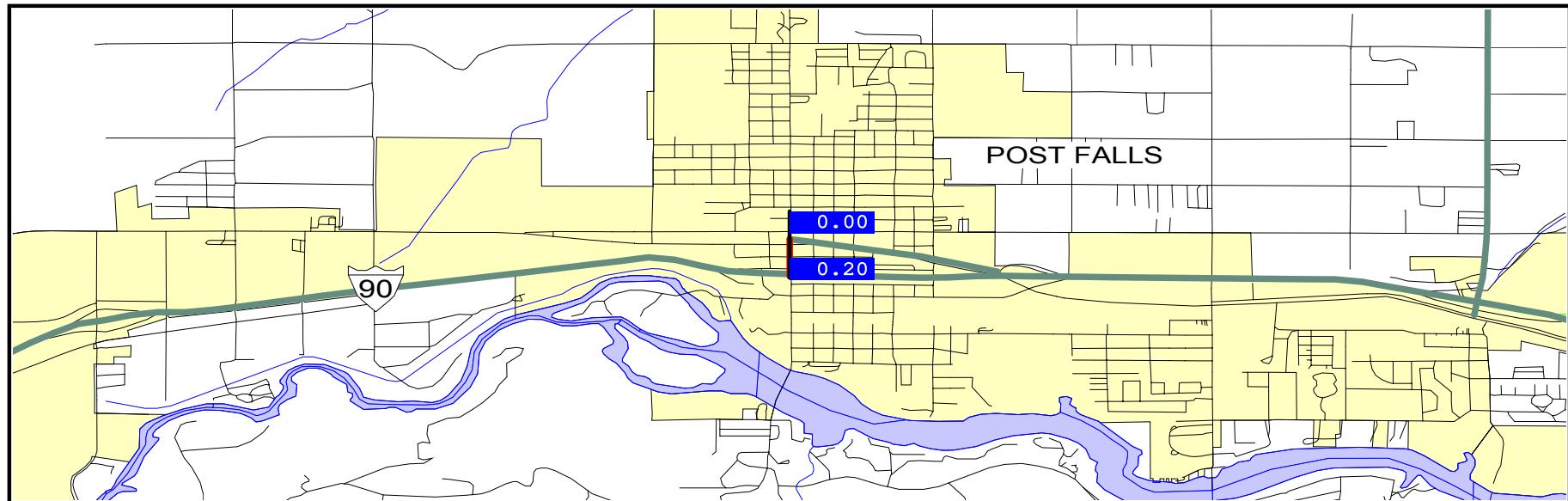
URBAN

MILEPOSTS	0.00 - 5.80	5.80 - 8.19
COUNTY	KOOTENAI	KOOTENAI
URBAN AREA	POST FALLS	POST FALLS
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO
STRUCTURES	YES	YES
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	5.800	2.389
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	90	40
PARKING	NONE	NONE
ADT (CURRENT)	39,942	43,302
ADT (FUTURE) -- 20 YEAR	100,275	108,710
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	2000	2000
SEAL COAT YEAR	----	----
S/N OR D	2.8	2.8
PERCENT TRUCKS--PEAK	5	5
V/C RATIO	0.62	0.67
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.3	5.0/3.6/4.3

HIGHWAY IMPROVEMENT #1

PAGE 24

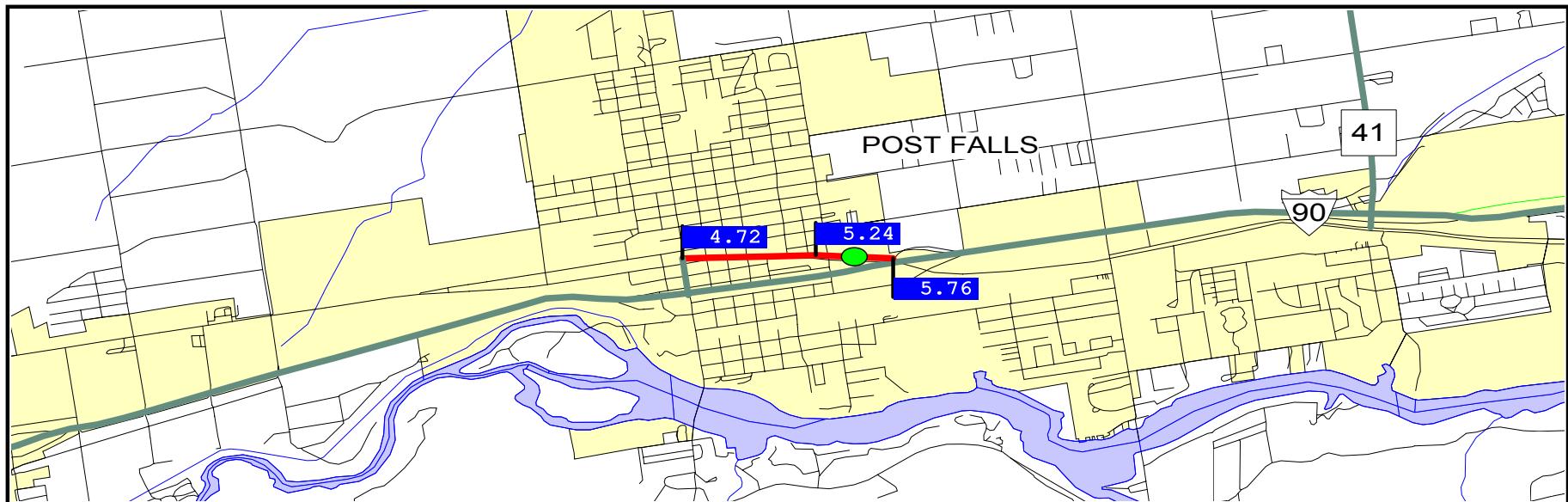
TYPE OF IMPROVEMENT	MAJOR-WIDENING	MAJOR-WIDENING
YEAR OF IMPROVEMENT	2009	2007
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES	NUMBER OF LANES
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$10,579,000	\$4,358,000
FOR CONSTRUCTION	\$8,050,000	\$3,316,000
TOTAL	\$18,629,000	\$7,674,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	8	8



URBAN

MILEPOSTS	0.00 - 0.20
COUNTY	KOOTENAI
URBAN AREA	POST FALLS
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.200
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	14,400
ADT (FUTURE) -- 20 YEAR	23,596
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1977
SEAL COAT YEAR	----
S/N OR D	2.8
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.24
CRACK/ROUGH/FINAL INDEX	4.0/1.7/3.1

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$130,000
TOTAL	\$130,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	4



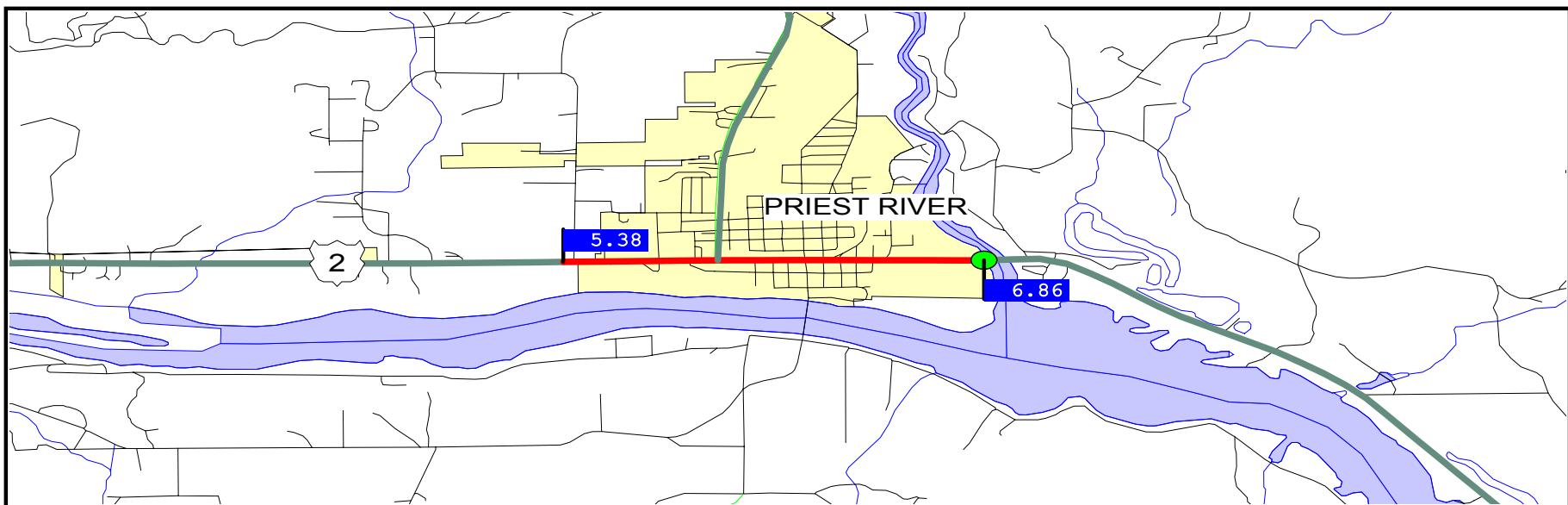
URBAN

MILEPOSTS	4.72 - 5.24	5.24 - 5.76
COUNTY	KOOTENAI	KOOTENAI
URBAN AREA	POST FALLS	POST FALLS
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.520	0.525
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	15,000	16,952
ADT (FUTURE) -- 20 YEAR	21,516	24,315
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1977	1977
SEAL COAT YEAR	----	----
S/N OR D	2.8	2.8
PERCENT TRUCKS--PEAK	2	2
V/C RATIO	0.25	0.33
CRACK/ROUGH/FINAL INDEX	3.0/3.0/3.0	4.5/2.2/3.5

HIGHWAY IMPROVEMENT #1

PAGE 28

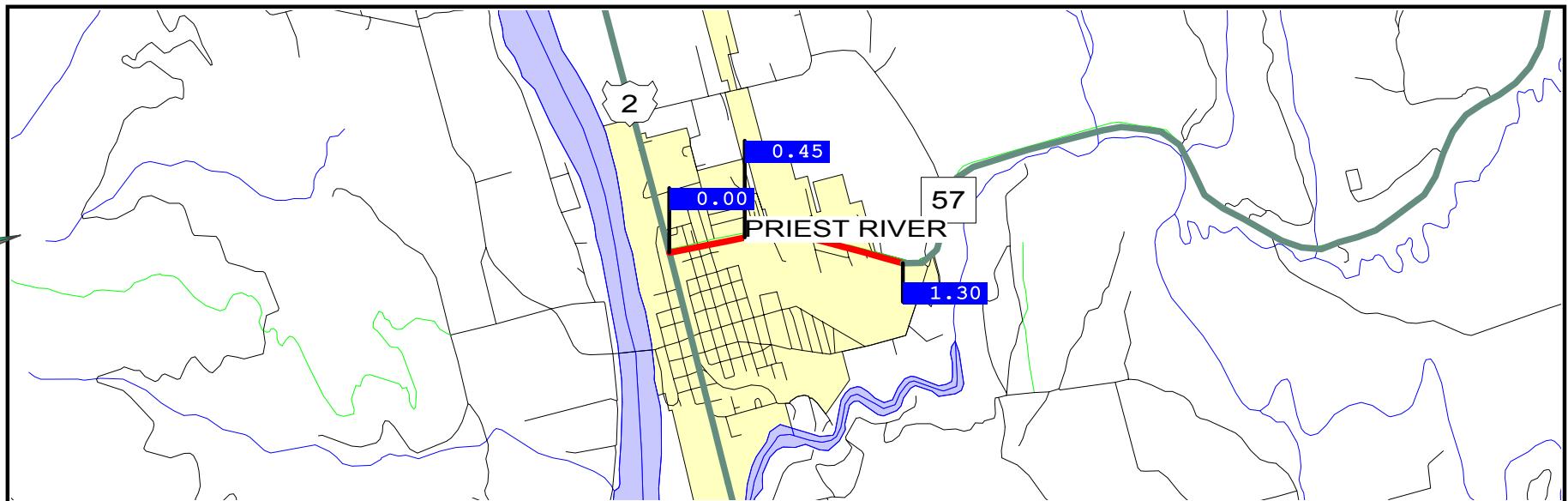
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2005	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$339,000	\$342,000
TOTAL	\$339,000	\$342,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4



URBAN

MILEPOSTS	5.38 - 6.86
COUNTY	BONNER
URBAN AREA	PRIEST RIVER
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	FRINGE
SECTION LENGTH	1.486
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	MIXED BITUMNOUS
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	8,146
ADT (FUTURE) -- 20 YEAR	11,823
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	ONE LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1962
SEAL COAT YEAR	2000
S/N OR D	2.4
PERCENT TRUCKS--PEAK	6
V/C RATIO	0.28
CRACK/ROUGH/FINAL INDEX	5.0/2.6/3.8

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$484,000
TOTAL	\$484,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2



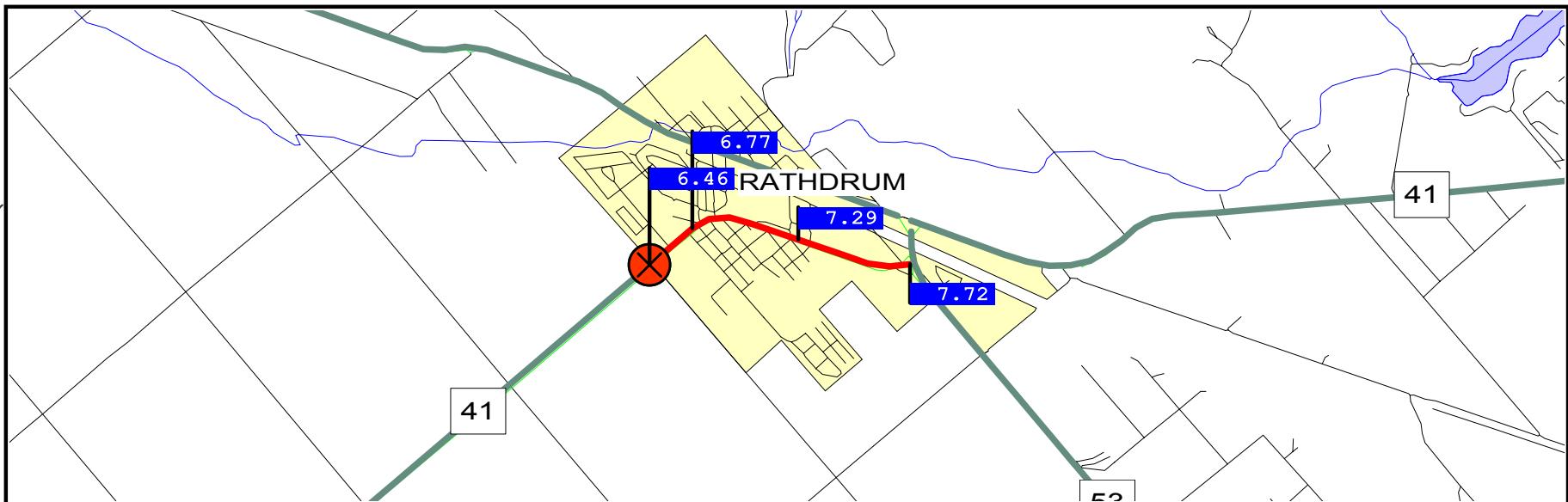
URBAN

MILEPOSTS	0.00 - 0.45	0.45 - 1.30
COUNTY	BONNER	BONNER
URBAN AREA	PRIEST RIVER	PRIEST RIVER
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	FRINGE	RURAL IN CHAR.
SECTION LENGTH	0.450	0.845
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	MIXED BITUMINOUS	MIXED BITUMINOUS
SHOULDER		
WIDTH	4	3
MATERIAL TYPE	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	3,642	2,741
ADT (FUTURE) -- 20 YEAR	4,462	3,391
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1980	1981
SEAL COAT YEAR	1989	1989
S/N OR D	2.4	3.6
PERCENT TRUCKS--PEAK	4	9
V/C RATIO	0.26	0.21
CRACK/ROUGH/FINAL INDEX	2.9/2.7/2.8	3.7/3.3/3.5

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2007	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$21,000	\$51,000
FOR CONSTRUCTION	\$128,000	\$240,000
TOTAL	\$149,000	\$291,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 6 3 0

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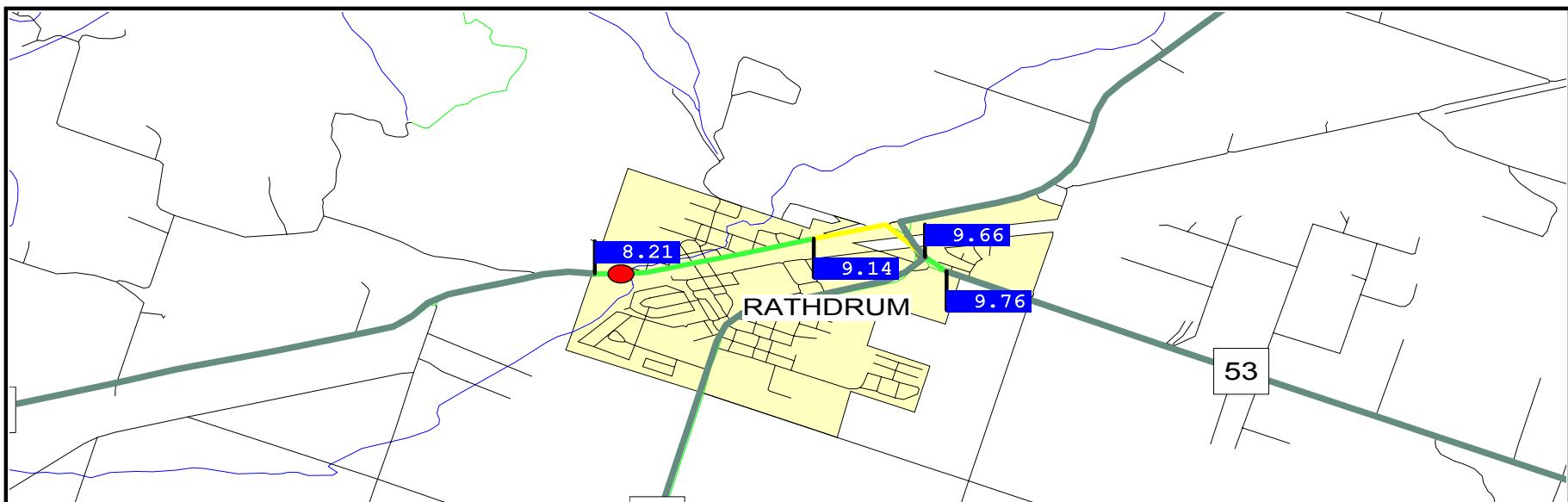
URBAN

MILEPOSTS	6.46 - 6.77	6.77 - 7.29	7.29 - 7.72
COUNTY	KOOTENAI	KOOTENAI	KOOTENAI
URBAN AREA	RATHDRUM	RATHDRUM	RATHDRUM
HIGHWAY DISTRICT #	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RURAL IN CHAR.	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.305	0.522	0.430
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	4	3	5
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	11,000	9,416	8,900
ADT (FUTURE) -- 20 YEAR	19,222	16,454	15,552
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1997	1997	1997
SEAL COAT YEAR	1989	1989	1989
S/N OR D	2.2	2.8	2.8
PERCENT TRUCKS--PEAK	5	3	3
V/C RATIO	0.40	0.34	0.39
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.3	5.0/3.3/4.2	5.0/3.1/4.1

HIGHWAY IMPROVEMENT #1

PAGE 34

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011	2012	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$18,000	\$31,000	\$26,000
FOR CONSTRUCTION	\$87,000	\$148,000	\$122,000
TOTAL	\$105,000	\$179,000	\$148,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2

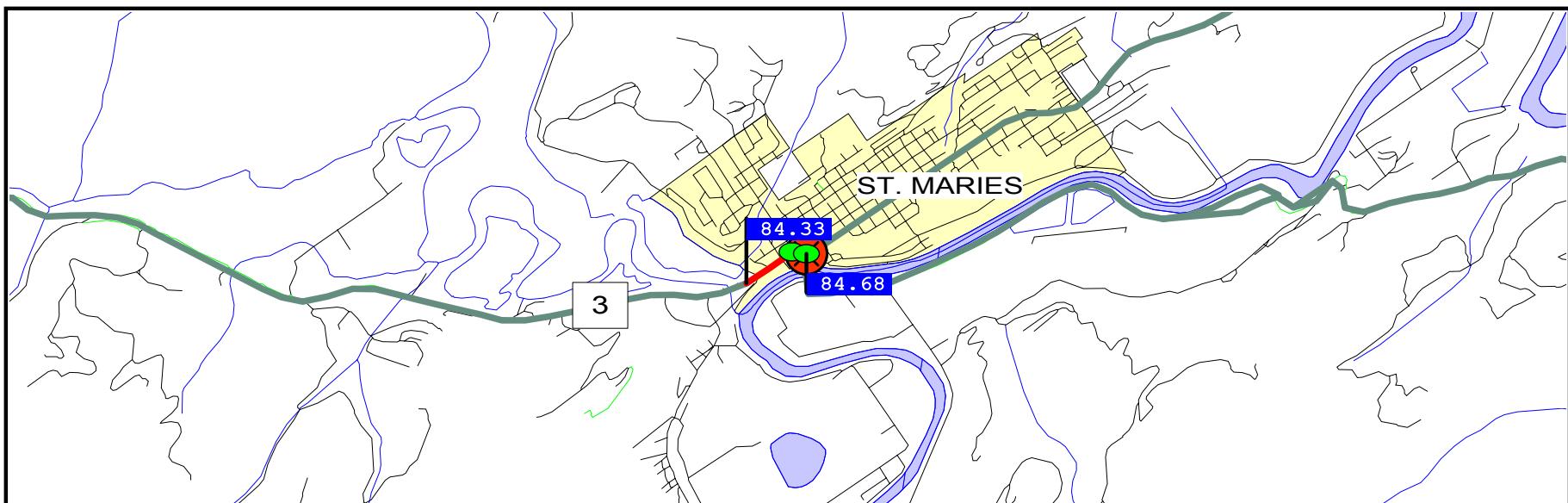


URBAN

MILEPOSTS	8.21 - 9.14	9.66 - 9.76
COUNTY	KOOTENAI	KOOTENAI
URBAN AREA	RATHDRUM	RATHDRUM
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.
SECTION LENGTH	0.938	0.105
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER		
WIDTH	11	5
MATERIAL TYPE	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	7,428	7,100
ADT (FUTURE) -- 20 YEAR	12,980	12,407
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1998	1998
SEAL COAT YEAR	----	1978
S/N OR D	3.4	5.0
PERCENT TRUCKS--PEAK	4	5
V/C RATIO	0.26	0.25
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2	4.0/3.3/3.7

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	14660
FEATURES	RATHDRUM CREEK
MILEPOST	8.33
SQUARE FOOTAGE	444
PROGRAMMED YEAR	2002
SUFFICIENCY RATING	25.3
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT



URBAN

MILEPOSTS	84.33 - 84.68
COUNTY	BENEWAH
URBAN AREA	SAINT MARIES
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	YES
STRUCTURES	YES
URBAN LOCATION	FRINGE
SECTION LENGTH	0.352
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	MIXED BITUMINOUS
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	5,080
ADT (FUTURE) -- 20 YEAR	6,762
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1953
SEAL COAT YEAR	2000
S/N OR D	1.7
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.41
CRACK/ROUGH/FINAL INDEX	3.5/1.6/2.7

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$115,000
TOTAL	\$115,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	2

RR CROSSING NUMBER	399663L
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	10 TO 25
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE

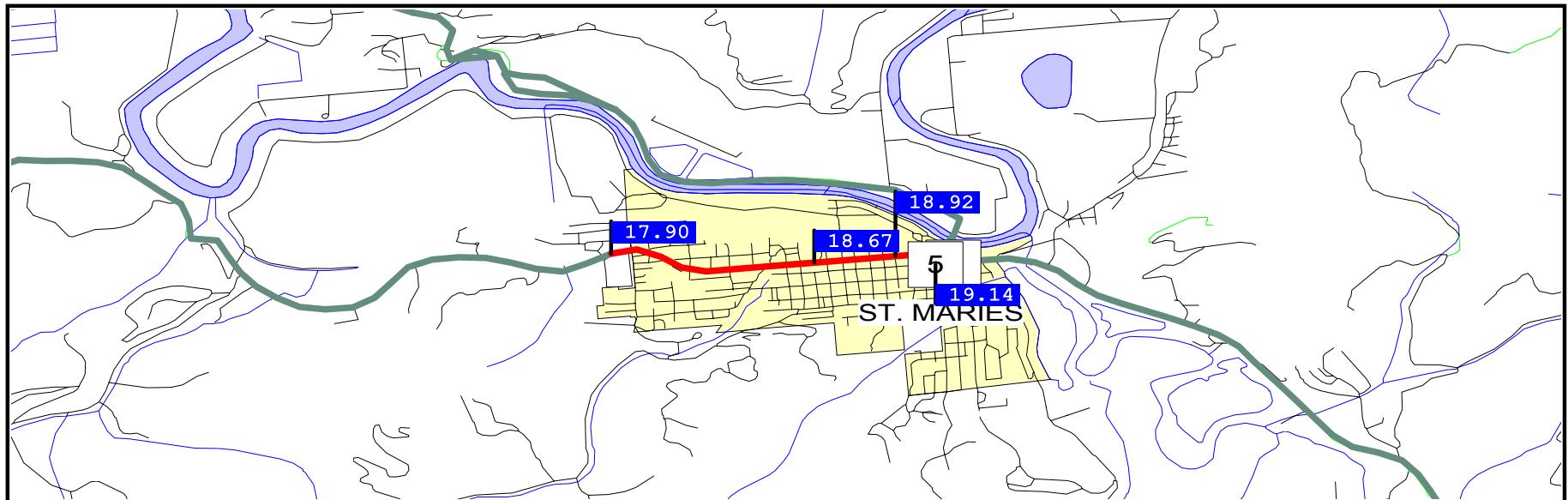
TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$60,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$60,000
ADMINISTRATIVE	\$3,000
TOI CROSSING SURFACE	RUBBER

R R C R O S S I N G I M P R O V E M E N T

RR CROSSING NUMBER	399664T
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	10 TO 25
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$60,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$60,000
ADMINISTRATIVE	\$3,000
TOI CROSSING SURFACE	RUBBER

R R C R O S S I N G I M P R O V E M E N T

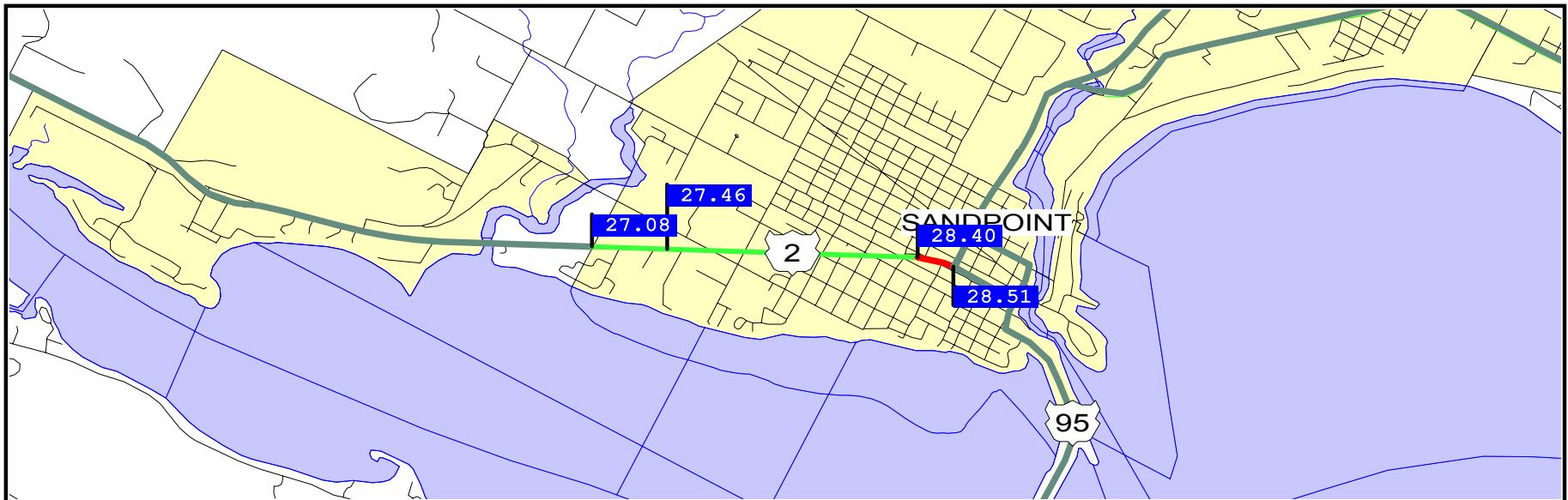


	17.90 - 18.67	18.67 - 18.93	18.92 - 19.14
COUNTY	BENEWAH	BENEWAH	BENEWAH
URBAN AREA	SAINT MARIES	SAINT MARIES	SAINT MARIES
HIGHWAY DISTRICT #	1	1	1
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS	FRINGE
SECTION LENGTH	0.773	0.255	0.215
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	2	NA	NA
MATERIAL TYPE	STABILIZED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	5,432	8,100	8,520
ADT (FUTURE) -- 20 YEAR	8,040	12,419	13,063
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1936	1957	1953
SEAL COAT YEAR	1995	1995	1995
S/N OR D	2.1	2.5	1.7
PERCENT TRUCKS--PEAK	2	1	1
V/C RATIO	0.21	0.35	0.38
CRACK/ROUGH/FINAL INDEX	2.5/2.6/2.5	2.7/1.9/2.4	3.9/0.9/2.6

HIGHWAY IMPROVEMENT #1

PAGE 42

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2005	2007	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R		
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$46,000	\$0	\$0
FOR CONSTRUCTION	\$220,000	\$83,000	\$70,000
TOTAL	\$266,000	\$83,000	\$70,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2



URBAN

	27.08 - 27.46	27.46 - 28.40	28.40 - 28.51
COUNTY	BONNER	BONNER	BONNER
URBAN AREA	SANDPOINT	SANDPOINT	SANDPOINT
HIGHWAY DISTRICT #	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.381	0.944	0.115
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS
SHOULDER			
WIDTH	2	5	0
MATERIAL TYPE	COMBINATION	COMBINATION	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	6,700	9,480	12,281
ADT (FUTURE) -- 20 YEAR	11,708	16,566	21,460
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	PARTIAL LANE	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1997	1997	1979
SEAL COAT YEAR	2000	2000	1966
S/N OR D	4.3	4.3	2.4
PERCENT TRUCKS--PEAK	8	8	11
V/C RATIO	0.24	0.28	0.99
CRACK/ROUGH/FINAL INDEX	4.6/3.4/4.1	4.5/3.1/3.9	1.8/2.3/2.0

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$27,000
TOTAL	\$27,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



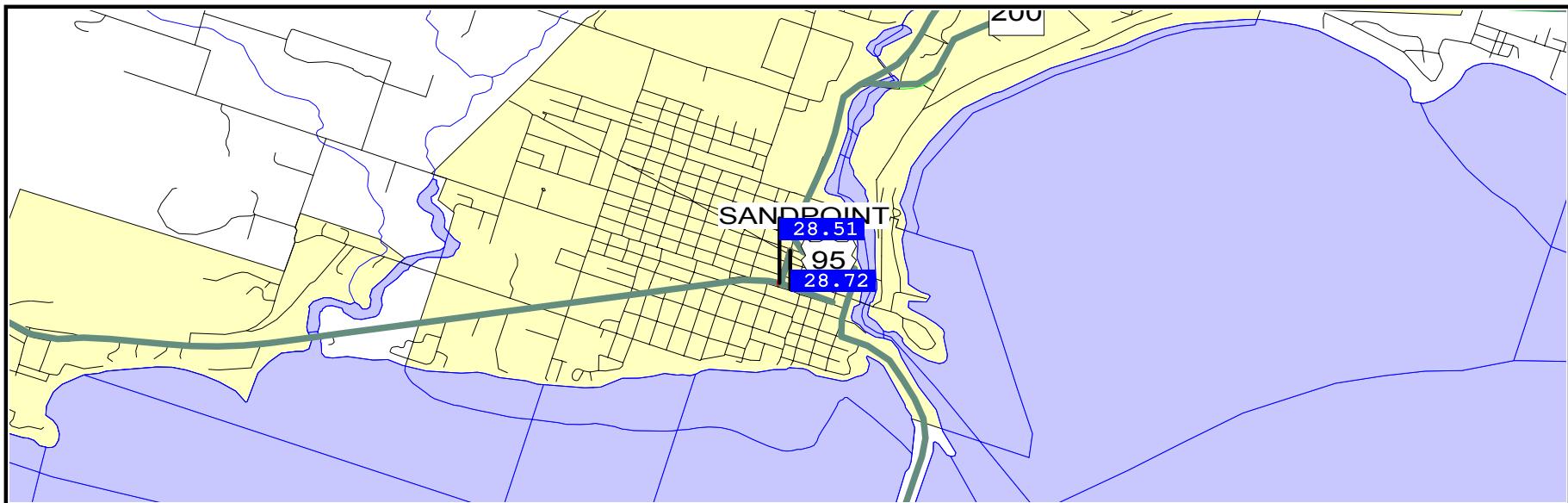
URBAN

MILEPOSTS	474.00 - 474.24	474.24 - 474.72
COUNTY	BONNER	BONNER
URBAN AREA	SANDPOINT	SANDPOINT
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS
SECTION LENGTH	0.241	0.474
NUM OF LANES (EXISTING)	2	3
LANES		
WIDTH	24	36
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	NA
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	BOTH SIDES
ADT (CURRENT)	18,228	10,799
ADT (FUTURE) -- 20 YEAR	35,782	21,199
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1995	1995
SEAL COAT YEAR	----	----
S/N OR D	2.8	2.8
PERCENT TRUCKS--PEAK	5	4
V/C RATIO	0.83	0.53
CRACK/ROUGH/FINAL INDEX	2.4/1.9/2.2	4.0/2.2/3.2

HIGHWAY IMPROVEMENT #1

PAGE 46

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2003	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	
SYSTEM DEFICIENCY:	NUMBER OF LANES	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$56,000	\$232,000
TOTAL	\$56,000	\$232,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	3

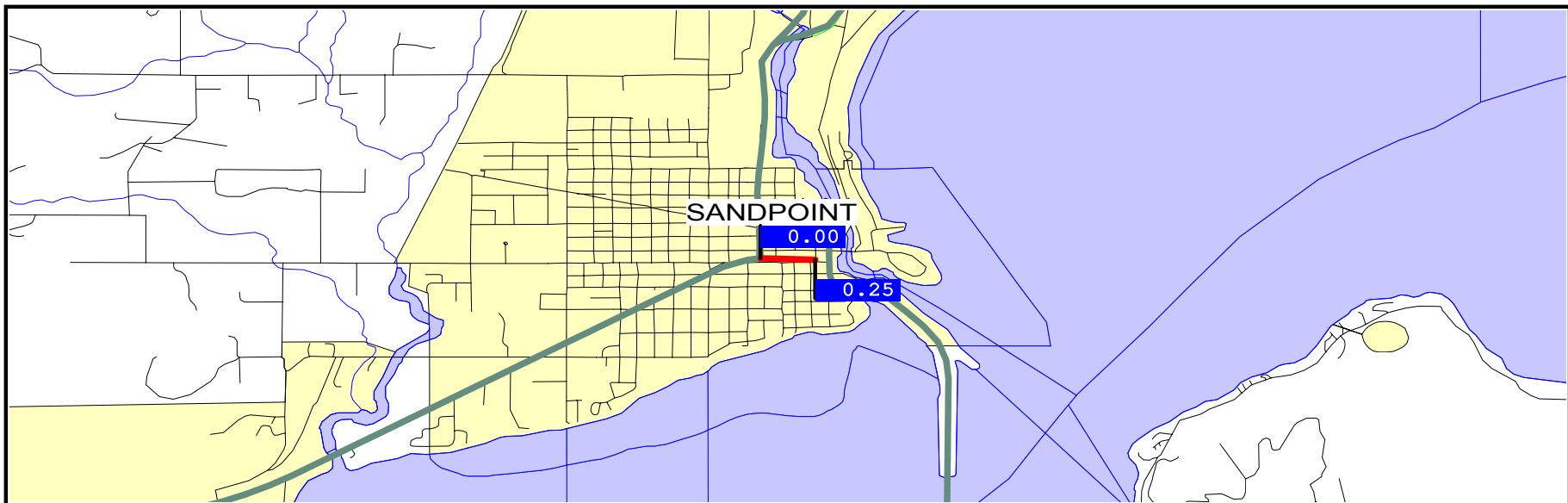


URBAN



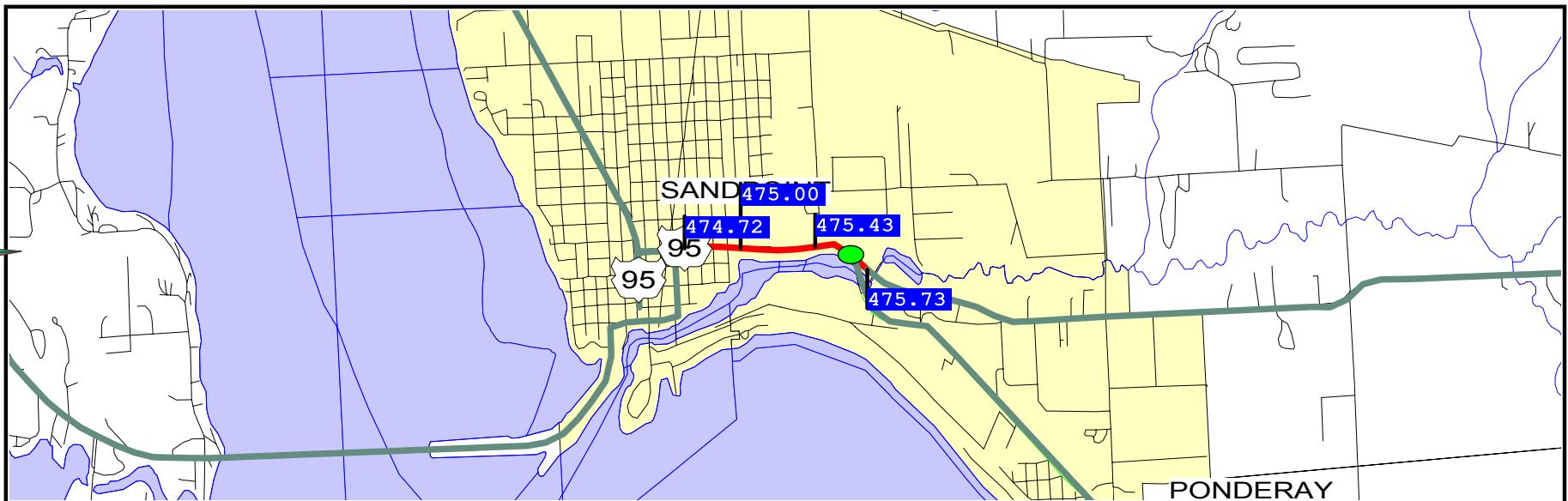
MILEPOSTS	28.51 - 28.72
COUNTY	BONNER
URBAN AREA	SANDPOINT
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	0.210
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	MIXED BITUMNOUS
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	15,119
ADT (FUTURE) -- 20 YEAR	29,679
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1979
SEAL COAT YEAR	----
S/N OR D	2.0
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.89
CRACK/ROUGH/FINAL INDEX	5.0/2.0/3.7

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$68,000
TOTAL	\$68,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



MILEPOSTS	0.00 - 0.25
COUNTY	BONNER
URBAN AREA	SANDPOINT
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	0.250
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	ONE SIDE
ADT (CURRENT)	14,000
ADT (FUTURE) -- 20 YEAR	27,483
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1975
SEAL COAT YEAR	----
S/N OR D	5.3
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.43
CRACK/ROUGH/FINAL INDEX	3.3/2.3/2.9

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$82,000
TOTAL	\$82,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

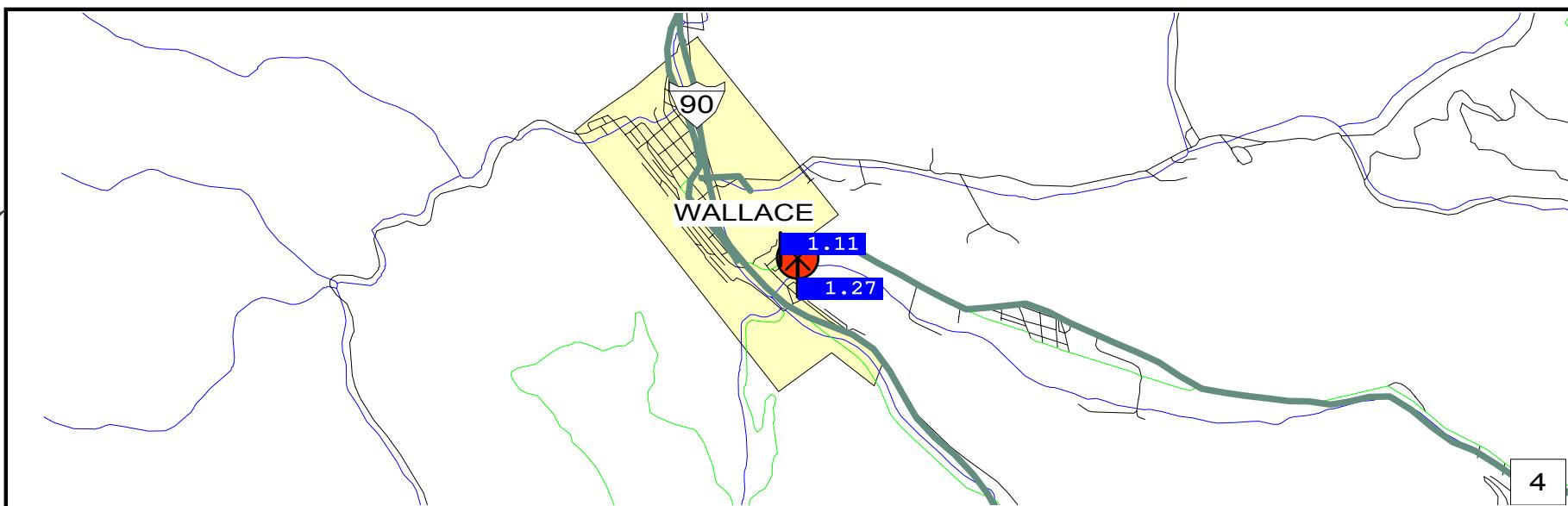


	474.72 - 475.00	475.00 - 475.43	475.43 - 475.73
COUNTY	BONNER	BONNER	BONNER
URBAN AREA	SANDPOINT	SANDPOINT	SANDPOINT
HIGHWAY DISTRICT #	1	1	1
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	YES
URBAN LOCATION	CENTRAL BUS DIS	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.284	0.430	0.301
NUM OF LANES (EXISTING)	4	4	2
LANES			
WIDTH	48	48	24
MATERIAL TYPE	RIGID REINF JNT	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	4	4
MATERIAL TYPE	CURBED	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	23,056	22,000	22,000
ADT (FUTURE) -- 20 YEAR	45,260	43,187	43,187
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	MILL INLAY&OVER	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1995	1995	1995
SEAL COAT YEAR	----	1982	1982
S/N OR D	7	4.6	5.3
PERCENT TRUCKS--PEAK	4	4	4
V/C RATIO	0.71	0.38	0.76
CRACK/ROUGH/FINAL INDEX	5.0/2.5/3.9	2.4/3.1/2.7	2.4/3.5/2.9

HIGHWAY IMPROVEMENT #1

PAGE 52

TYPE OF IMPROVEMENT	MAJOR-WIDENING	RESURFACE WITH SHLD IMPROVMENT	MAJOR-WIDENING
YEAR OF IMPROVEMENT	2009	2003	2007
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	NUMBER OF LANES	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:		VOLUME/CAPACITY	
SYSTEM DEFICIENCY:		NUMBER OF LANES	
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$158,000	\$52,000	\$125,000
FOR CONSTRUCTION	\$281,000	\$244,000	\$181,000
TOTAL	\$439,000	\$296,000	\$306,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	6	4	4



URBAN

MILEPOSTS	1.11 - 1.27
COUNTY	SHOSHONE
URBAN AREA	WALLACE
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	YES
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.160
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	2
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	1,300
ADT (FUTURE) -- 20 YEAR	1,586
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2001
SEAL COAT YEAR	1989
S/N OR D	2.8
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.05
CRACK/ROUGH/FINAL INDEX	5.0/2.1/3.9

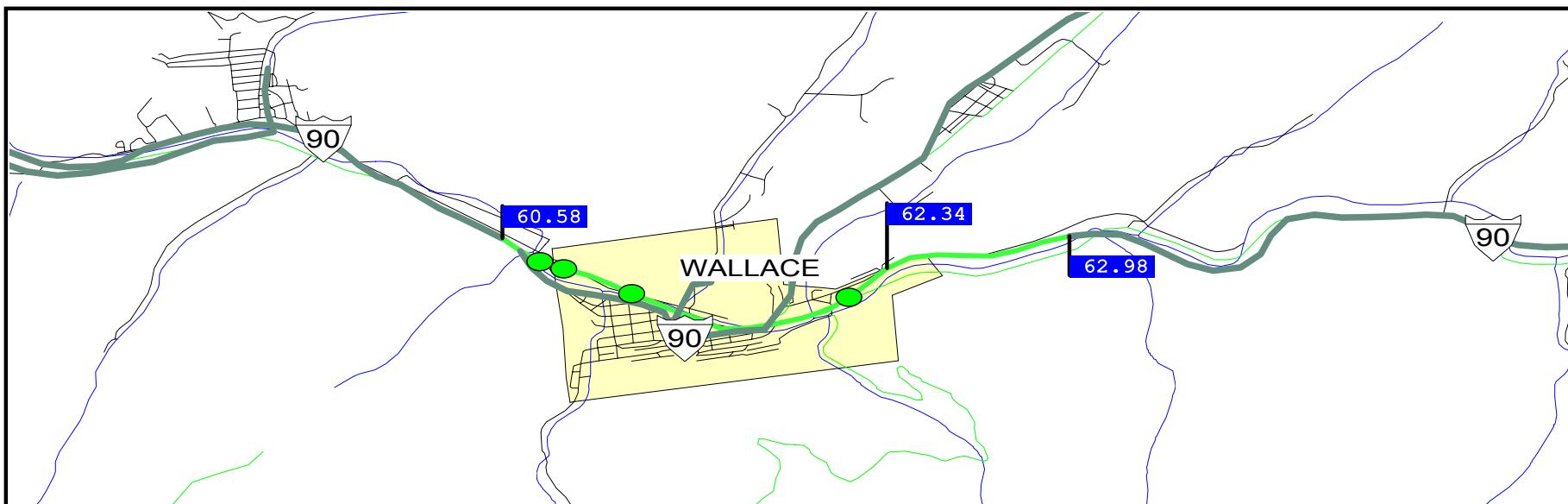
RR CROSSING NUMBER	906441D
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	1 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	0
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$50,000
ADMINISTRATIVE	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB

R R C R O S S I N G I M P R O V E M E N T

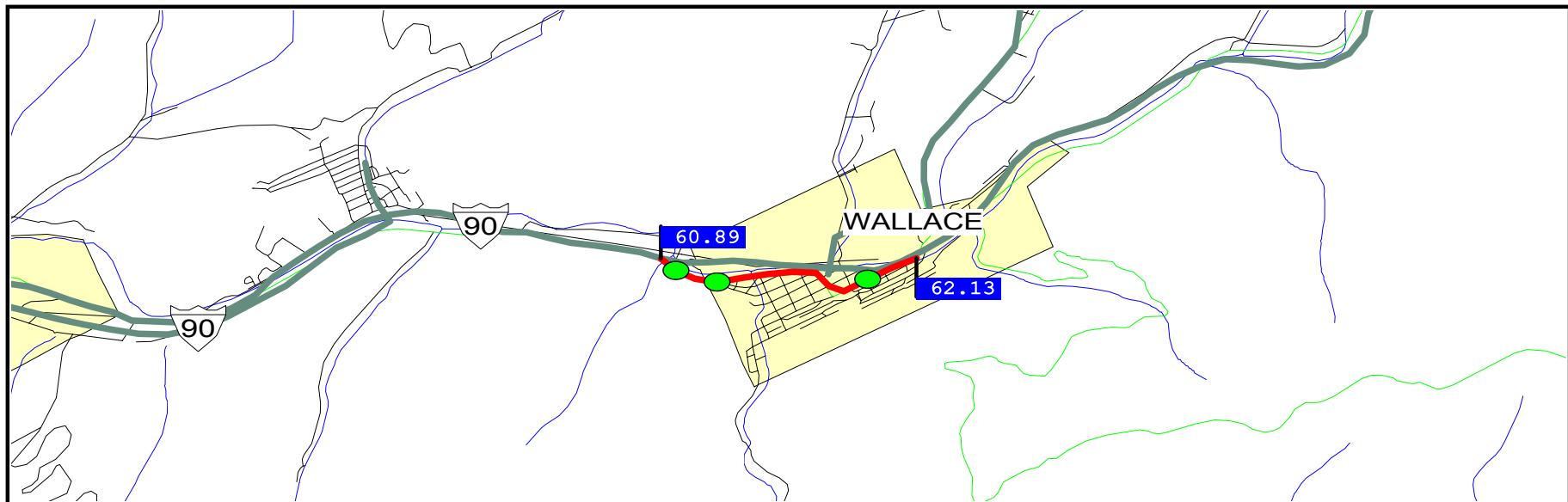
H P M S S T U D Y F O R R O A D S E G M E N T : 001660

030215



URBAN

MILEPOSTS	60.58 - 62.34	62.34 - 62.98
COUNTY	SHOSHONE	SHOSHONE
URBAN AREA	WALLACE	WALLACE
HIGHWAY DISTRICT #	1	1
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO
STRUCTURES	YES	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	1.757	0.646
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	RIGID PLAIN JNT	HIGH FLEXIBLE
SHOULDER		
WIDTH	10	10
MATERIAL TYPE	TIED PORTLND CC	TIED PORTLND CC
MEDIAN WIDTH	8	8
PARKING	NONE	NONE
ADT (CURRENT)	8,730	7,900
ADT (FUTURE) -- 20 YEAR	17,137	15,508
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1991	1994
SEAL COAT YEAR	----	----
S/N OR D	11	5.9
PERCENT TRUCKS--PEAK	16	18
V/C RATIO	0.16	0.14
CRACK/ROUGH/FINAL INDEX	4.5/2.9/3.9	4.5/2.7/3.8



URBAN

MILEPOSTS	60.89 - 62.13
COUNTY	SHOSHONE
URBAN AREA	WALLACE
HIGHWAY DISTRICT #	1
FUNCTIONAL CLASS	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	1.243
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	2,583
ADT (FUTURE) -- 20 YEAR	3,968
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1942
SEAL COAT YEAR	----
S/N OR D	2.2
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.37
CRACK/ROUGH/FINAL INDEX	3.0/2.3/2.7

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$405,000
TOTAL	\$405,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	2
